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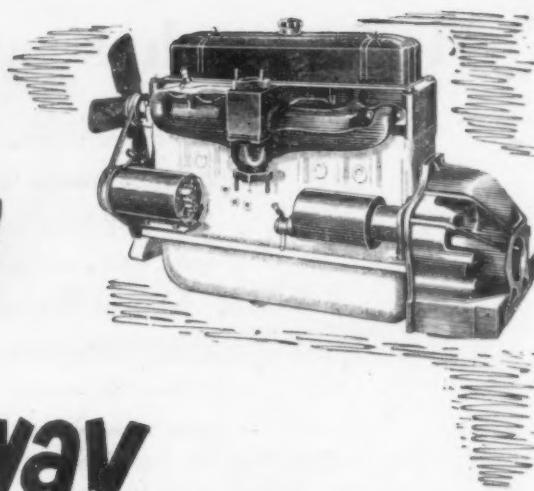
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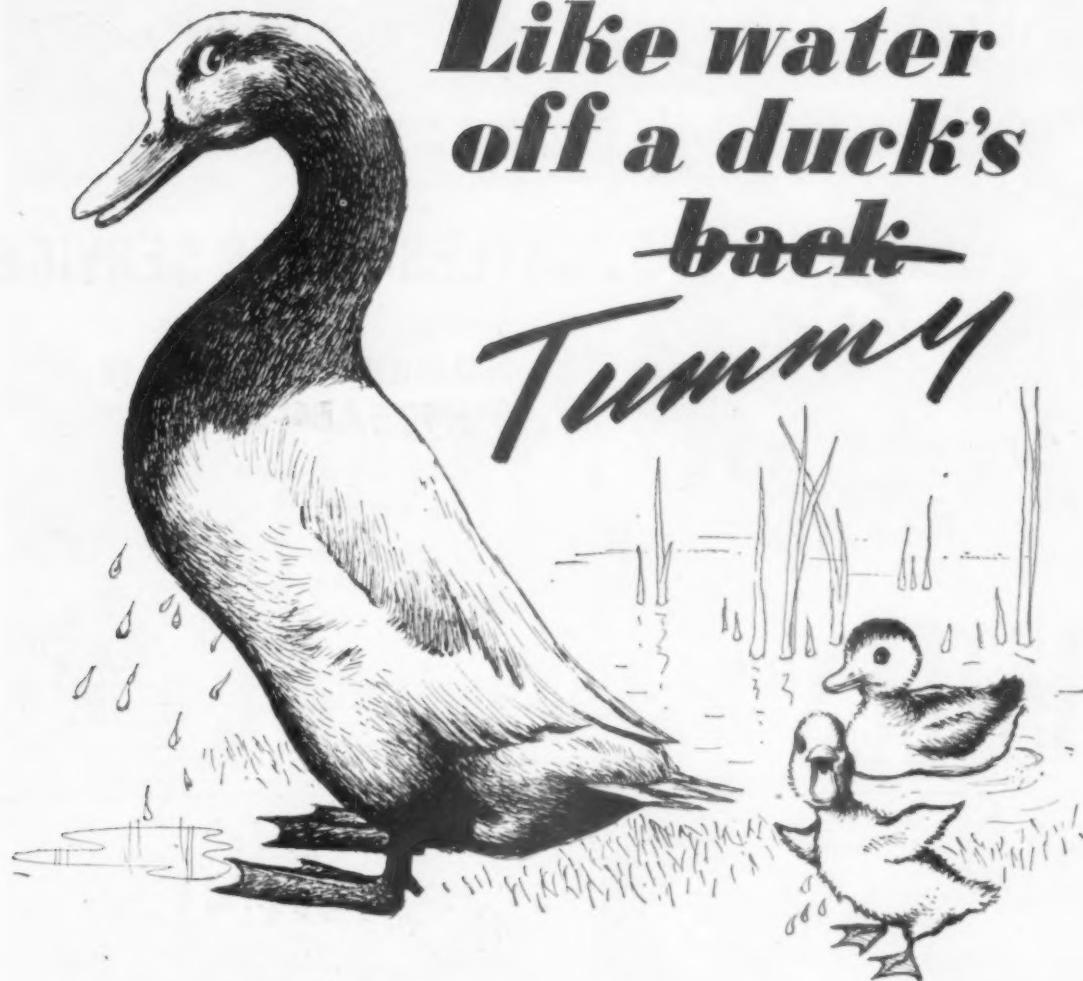
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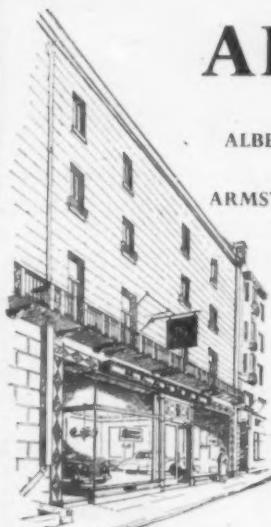
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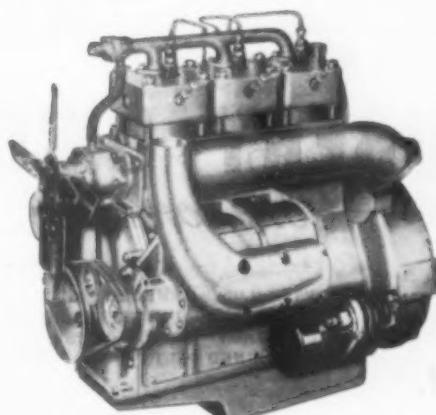
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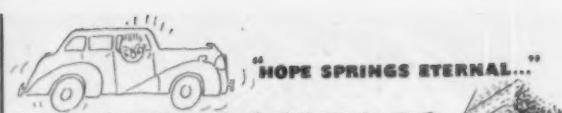
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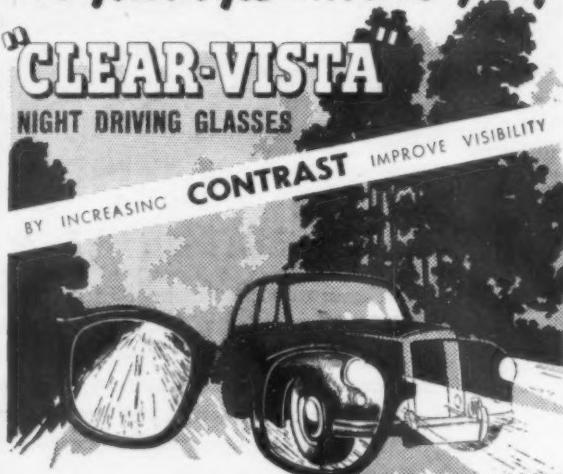
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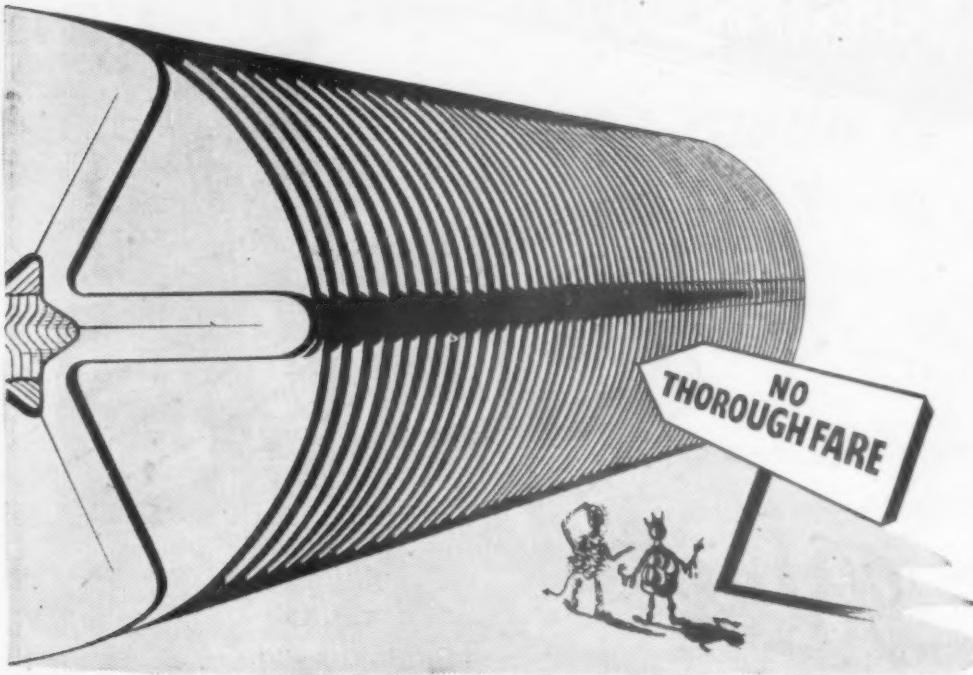


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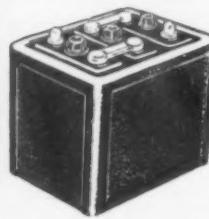
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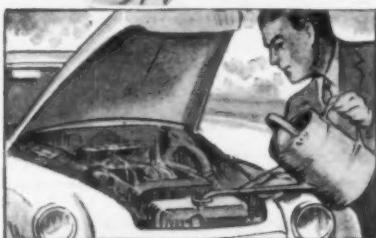
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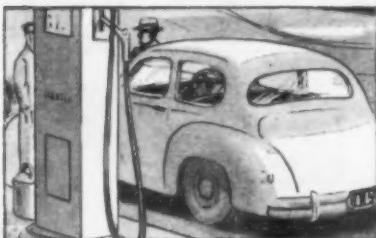
Heavy day ahead—so off to an early start. First check oil and water, tyres in order, tank fairly full—switch on. No delay in starting the engine, although it is still nippy in the mornings. Drives straight away from cold too, without any trouble and now down into town.



Not putting many miles behind me yet. Have to watch out this time of the day with so many cyclists about. Then there are beacons and traffic lights, not to mention straying dogs. It's times like these that make one appreciate how readily the engine responds to the throttle.



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—and so the day goes on—business not at all bad either. Getting late now though, better head for home and get my orders and reports off to Head Office. Hello! petrol getting low, must fill up. Not surprising, I suppose with the big mileage I have covered today but—it used to mean a lot more gallons until—



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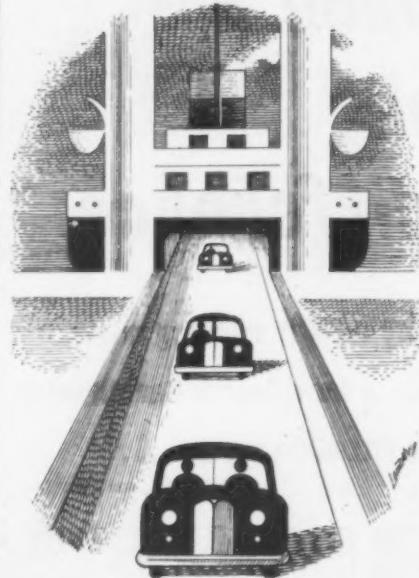
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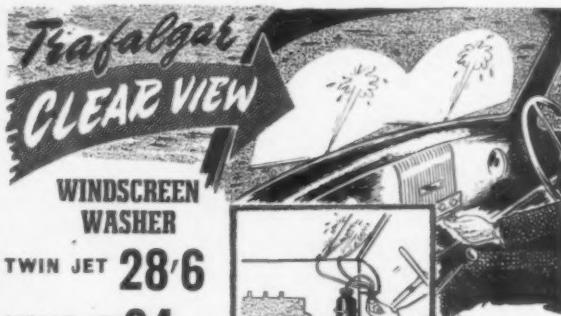
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## In This Issue

Please Make it Safe !	782
News and Views	785
Disconnected Jottings	787
Racing at Aintree	788
ROAD TEST :	
Buick Roadmaster Saloon	793
High Speed Standard Diesel	797
In Defence of the Proverbial Ditherer	800
Interesting Competition Cars : Le Mans Kieft with Coventry Climax Engine	801
Correspondence	805
Accessories	808
Whitsuntide Sport	809
Le Mans in Prospect	809
Eight Clubs Silverstone	810
The Sport	811
Club News	813
In Brief	814

# The Autocar

FOUNDED 1895

No. 3053

Friday, 4 June 1954

Vol. 100

## Racing Quandaries

**I**N the timing of their withdrawal from this year's sports car racing the Austin-Healey organization ensured that it would attract the maximum attention, for the cars had been entered for the Le Mans race, only a week or two away. Presumably the firms concerned are prepared to accept the inevitable criticism that such proximity must arouse, and on behalf of the organizers of that particular race the reminder must be made that the rules have been known for a long time; moreover, they are the same for all entrants.

But when that is said the fact remains that the Austin-Healey withdrawal calls attention once again to the unsatisfactory state of sports car racing, compared with which formula 1 and 3 racing is positively carefree. Under the present rules—and, indeed, under the rules as they have existed for many years—racing sports cars have increased their speed to such an extent that it approximates to Grand Prix speeds, and at the same time have assumed an appearance peculiar only to the type of event for which they are built. As a result, in current forms they offend those who regard sports car racing as the means of matching one "ordinary" car against another, and who wish to see the improvement of the breed, which racing undoubtedly promotes, happening, as it were, under their noses instead of over a long period of evolution.

Some effort to keep sports racing cars within the bounds of normal road practice is made by the F.I.A. regulations governing sports car events; briefly, they insist on a minimum of equipment necessary to comply with average national laws. Those who see any hope of improving matters by stiffening such requirements are baying at the moon. Further steps in that direction would have to load the sports car with an artificial burden; as well insist that each one carries half a ton of ballast. Before this process went very far, highly tuned production machines would be putting up better figures on the road than sports cars on the circuits. Moreover, in applying specification and appearance restrictions it is necessary to be very careful not to stultify design. Back in 1936, the appearance of some of the German racing and record cars frequently earned the adjective "fantastic"; something like the shape is a commonplace for high-speed road cars today.

If one considers, say, the Aston Martin DB2-4 in relation to its predecessors, can it be said that the long racing participation of this *marque* has led to any anamorphosis of that splendid machine? Yet the unsatisfactoriness of the sports car racing position has long existed, and the somewhat huffy statement in the Austin-Healey announcement to the effect that racing with non-production sports cars loses its value both to the manufacturers and to the buying public hardly seems to be borne out.

If any concern is to be felt as to where racing has led the sports car it might be because it has made it too fast for its drivers, and for the road systems which it is forced to use. Surely there are very, very few buyers who really need, can drive properly, or use the full performance of, a 150 m.p.h. car? It is true that safety at very high speeds means proportional benefits lower down, but it is also true that speed is not synonymous with efficiency, however closely they are linked.

The remedy which is most often advocated is that a sports car should be positively in production to be allowed to compete in racing. This proviso is usually interpreted by race organizers in terms of catalogue availability to buyers and a certain definite number sold. The standards are difficult of application and even more difficult of supervision. There is, moreover, a very real danger that too much thinking along these lines would kill virtuosity. The genius who devises a single winning machine in a backyard must be allowed to prove its superiority, and surely the big firms are better placed to produce winners than the backyard genius? Even the argument that such prototypes are incapable of economic production is untenable; the same would have been firmly believed of a 1954 Morris Minor had it won the Paris-Bordeaux road race of 1899.

**P**URCHASE tax. Yes, that is the main reason why many thousands of motorists in Great Britain are unable to own a car which was built after 1946. But purchase tax on new cars means that the would-be motorist's pocket is not picked from other directions; and if he cannot afford to buy the new car that he would like (and few of us can these days) he can at least afford to look down the second-hand columns, for no purchase tax inflates them.

The term second-hand is more often than not a misnomer as many a registration book will show. "The one owner since new" bargain is hard to come by. If it is found it is usually worth the little bit extra that it commands because it has obviously been the apple of somebody's eye and is well maintained. But the older car which has changed hands perhaps half a dozen times may not be in such a happy state. Appearances are often deceptive, and possibly underneath the well-polished paintwork there is a packet of trouble. But to a great many of us the ownership of a car is a worth-while step up the local social ladder; and it means a happier holiday, and some beauty spot always within easy reach of the home for a day's outing. All in all, it gives a new zest to life.

Those and many other reasons are why the roads of Britain are so crowded today. Cars which, before the war, would have been found only in the breaker's yard are still leading a useful, if somewhat hazardous, life. They start up when the button is pressed, or if the handle is inserted and wound energetically by the proud and perspiring owner.

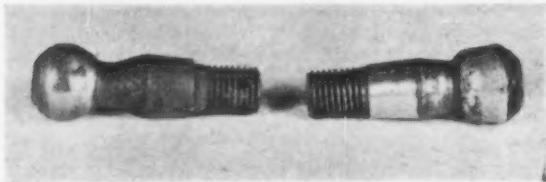
hauling the steering gear does not just mean pumping grease into as many points as can be seen, but involves a little more than that. It is not difficult, and complicated and expensive tools are not needed. The only ones which might not be found in the average garage are assorted ring spanners and a hammer with a combination head that is solid copper one side and hide, or tough plastic, the other. With these and the usual kit of tools (comprising a pair of pliers, some open-ended spanners, a good ordinary hammer and a stout screwdriver) quite a lot of work can be done. You will save yourself money and be a little richer in experience and knowledge.

Even if there is not much lost movement at the steering wheel, the parts to inspect are the ball joints, and there are, as a rule, at least four of these. One on the end of the drop arm at the steering box, which engages with a spring-loaded socket in the end of the push-and-pull rod, another in the steering arm, this one fitting into the forward end of the p.-and-p. rod, and one at each end of the track rod which connects the two front hubs. The push-and-pull rod can usually be disconnected by first withdrawing the split pin at one end—both ends having a similar arrangement—and unscrewing the threaded boss inside the rod. This boss compresses the spring which, in turn, presses one-half of a hardened bearing surface on to the ball pin.

The threaded boss having been unscrewed, a slight movement of the steering wheel will let the drop arm ball joint move backwards far enough for the ball to be withdrawn

## PLEASE MAKE IT SAFE!

### PRACTICAL ADVICE TO THE OWNER WHO USES A PRE-WAR CAR



Evidence of the incorrect fit of a steering ball pin in the drop arm or steering arm is shown by rust on the taper. Any worn pins must be replaced.

The engine may tap or rattle a little when warmed up, but they do carry owner and family on lawful business.

The only official view taken of these more or less elderly vehicles, provided that they have the requisite number of lights and brakes, and are not obviously falling apart, is that of insurance companies who, for cars over a certain age, require a competent engineer to certify that they are mechanically sound; they may also increase the premium according to the age of the vehicle.

In some cases, too, only the minimum insurance cover required by law is obtainable. The reason for this is sound and was introduced because major spare parts for that particular make and model might be unobtainable and, if specially made, would make the cost of repair prohibitive. But a great number of these cars are having to be used today and the proportion that can be seen halted at the roadside while running repairs are being effected compares very favourably with that of more modern products, which also have their teething troubles.

But if you own one of these cars and yours is not the first home it has had, have you done your best to make sure that it is safe and will give the minimum of trouble?

*What have you done to it since you purchased it?*

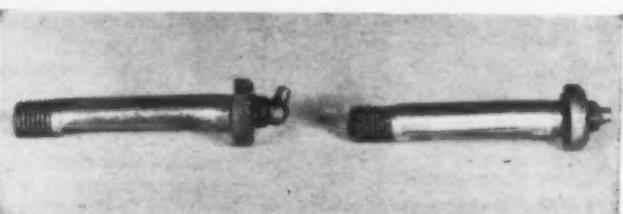
A certain amount of preventive maintenance, as the Army calls it, can be done with advantage. The most essential items are steering, brakes and tyres. Maintaining or over-

from the push-and-pull rod. If the car has done a considerable mileage without any previous attention to the steering gear, the ball joint will show wear on the neck and there will be flats on the ball itself.

The remaining joints should be dismantled; the track rod ends may be slightly different in construction, but as a rule they are not complicated. Do one at a time and (this applies always), having undone and removed a nut and bolt, replace the nut on its own bolt.

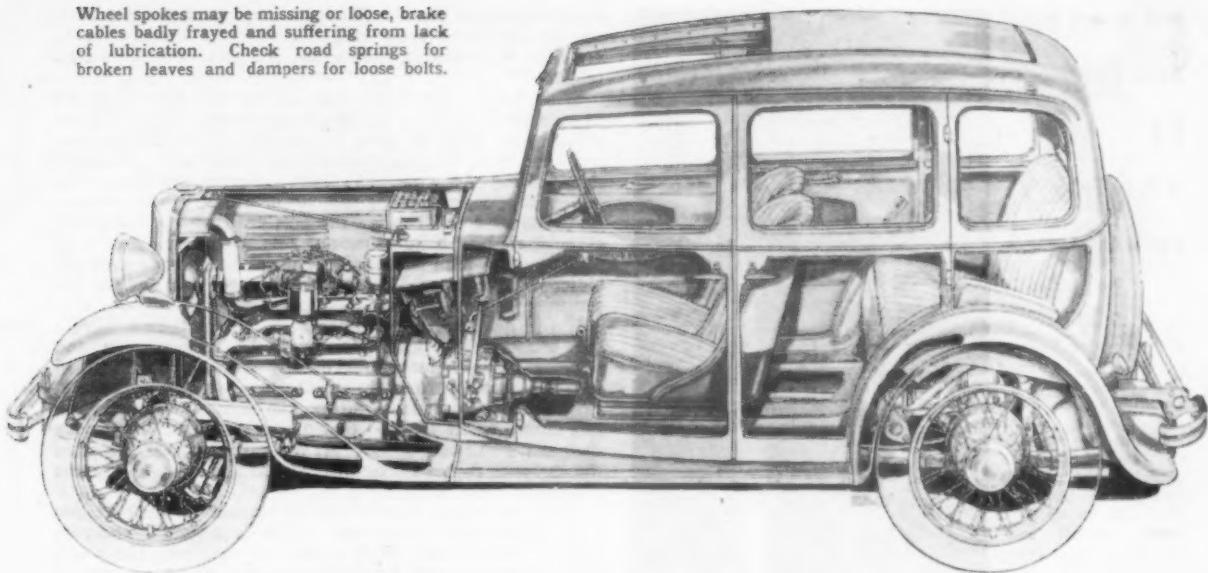
If the ball joints are worn they should be renewed. This sounds easy, and it is if a little common sense is applied. The joint will be a taper fit in the drop arm or steering arm and it will be secured by a slotted nut which has a split pin through it; if it hasn't, it should have. Having removed the pin, undo the nut until the top of it is level with the end of the thread of the ball joint. The job is more easily done if there are two people, but it can be done by one. This is where the copper hammer must be used; place a heavy weight or steel hammer against one side of the drop arm where the ball joint passes through and tap the opposite side smartly with the copper or lead hammer. Several blows may be needed, but this method has never failed to loosen the most obstinate taper and the use of the soft-headed hammer obviates damage to the drop arm.

When the new steering ball joint or pin is fitted it should



Badly worn shackle pins will affect steering, besides being the cause of mystifying rattles.

Wheel spokes may be missing or loose, brake cables badly frayed and suffering from lack of lubrication. Check road springs for broken leaves and dampers for loose bolts.



be lapped in the hole with fine-texture valve grinding paste to ensure a proper fit, and when this has been cleaned out the nut should be tightened firmly and a new split pin used. If necessary, new bearing pads should be fitted at the same time as the new ball pins and the opportunity should be taken to see that when the grease gun is used the grease really does reach its target.

Worn spring shackle pins and shackles are other items that affect the steering to a certain extent but do not constitute so great a danger as worn connections in the steering layout itself. If replacement shackle pins are unobtainable the worn ones may be built up by welding or having new metal electrically deposited on the worn surface. They should then be hardened and ground to original size.

#### Obstinate Bushes

The road spring eye bushes should be replaced. Any that are reluctant to leave their position may be removed by being cut through longitudinally with a hack-saw, the blade being first passed through the bush and connected up to the saw frame in the normal way. Do not attempt to carry on sawing through the spring eye itself. You will not get far; and saw blades do not thrive on spring steel. One cut through the bush should be sufficient, and it can then be knocked out with a drift or punch.

New bushes having been fitted—and do not bang them on the end with a steel hammer; a puller made of a long-threaded bolt with a nut and two washers will do the trick—any play between the shackle and the spring eye can be taken up by using washers of a suitable thickness. Here again, don't forget to have a look at the grease points. Remember, if the old shackle pins have been built up, fresh oil holes will have to be drilled before they are hardened.

Of all the parts of a car subject to wear the braking system comes in for a full share. There are two main systems—the purely mechanical by rod or cable from the pedal shaft to the cam lever, and the hydraulic layout. Occasionally the older cars have a combination system. Rods use joints and joints mean wear, and more often than not there is no provision for lubricating the joints except by a hit-and-miss oil-can. All fork ends and pins should be inspected and renewed if necessary. The industry calls these pins clevis pins; they are simple-looking devices with a shoulder at one end and a split-pin hole at the other, and so much depends on them. A fully laden car takes a lot of holding on a gradient like Porlock, or on some of the North Country hills, and these small units are cheap and easy to replace. If the correct size cannot be found, use a high-tensile bolt of the

correct diameter; the nut must be pinned up. Any worn fork ends should be renewed or built up and drilled again. A well-equipped garage should be able to do small jobs such as this at a reasonable price.

Wire cables often operate round corners by means of pulleys. The cables fray and the pulleys seize up through lack of attention and wear. No repair is possible to a cable; a new one is essential and, after some miles of usage, it will have had its initial stretch taken out of it and the brakes may need slight adjustment. The pulleys should be given attention; seized ones should be removed, cleaned and lubricated and worn-out ones should be replaced. An hydraulic system can have its failures and some of these are caused by dirt in the fluid, which will find its way through to the rubber cups in the wheel cylinders or master cylinders and damage them. The incorrect fluid may have been used at some time, with fatal results to cylinder cups and perhaps gumming up of the pipe lines. There may be air in the system, or a leaky pipe or union will cause loss of fluid.

#### Air Troubles

Normally if a hydraulic braking system has been given proper attention during its working life there is little to go wrong, but, if trouble persists, the best policy is to let the garage attend to the system. If there is a spongy feel to the brake pedal when it is pushed down there may be little or no fluid in the reservoir or there may be air in the fluid line. The car may pull to one side when the brakes are applied and one cause of this on older cars is grease or oil on the linings. Too much pedal movement, which some drivers tend to ignore by "pumping" the pedal several times to build up pressure, usually indicates that the brake shoes require closer adjustment to the drums; or, on the other hand, there may be a leak in the system.

A serviceable braking system is as important as good steering; it is no good waiting until you have to tell St. Peter why your brakes did not work at that particular moment.

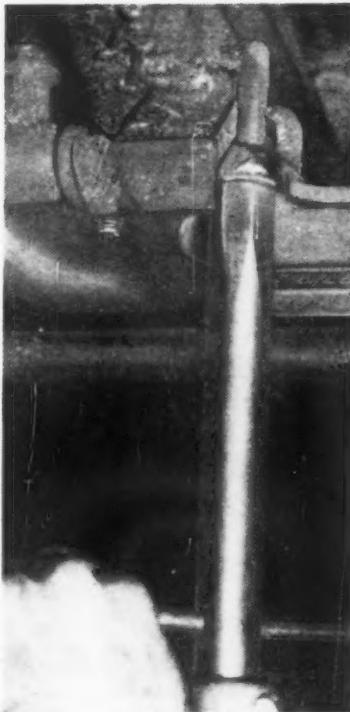
The police have powers to stop any vehicle and inspect the braking and steering if they have reason to do so, and what could be more upsetting, for example, than for this to happen at the start of your hard-earned annual holiday? Go and have a look at those points mentioned now, if you are at all doubtful.

Oil stains on wheels are an indication that the oil- or grease-retaining seal has given up, and more than likely the brake linings are covered with a black glutinous mixture which has a coefficient of friction of intimidating proportions. You may be able to slow the car to a stop, but when the

**PLEASE  
MAKE  
IT  
SAFE!**

**continued**

Peculiar effects in the steering are sometimes traceable to slack U-bolts securing the road springs. Before they can be tightened it will be necessary to remove lock nuts or split pins on the bolts.

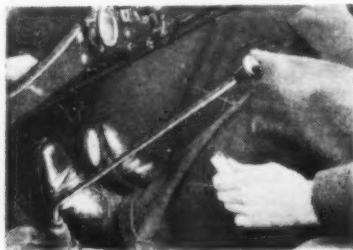


man in front pulls up suddenly at a pedestrian crossing you will be in trouble. On the older car it is often easier to remove the brake drums than on its modern counterpart, for which special tools may be necessary.

When you have taken off the wheel, three countersunk set screws with screwdriver slots will be seen. These screws do not take any braking strain but prevent the drum from coming away when the wheel is removed. The screws may be difficult to undo, in which case one or two old dodges may do the trick. Soak the heads with penetrating oil and, using a screwdriver which is a good fit in the slot, give the end of the screwdriver several sharp blows with a hammer. If extra leverage is required use an adjustable spanner as a tommy bar on the flat shank of the screwdriver. When working on rear brakes, keep the hand brake on and to stop the front drums from turning, a length of wood can be placed under one of the wheel studs at nine o'clock, so that turning the drums tends to press the wood firmly on to the floor.

The screws removed, the drum may need a few taps with a hide hammer round its outer edge to loosen it from the hub locating flange, but treat it gently and do not damage the brake back plate or dust cover. Also, before attempting to tap off the rear drums, release the hand brake. The brake shoes can usually be removed by unhooking the spring or springs with a screwdriver or stout wire loop, at one end of which is a wooden handle for comfort. If you use a screwdriver to lever off the springs, hold a thick rag against the spring to prevent its flying across the garage floor. The shoes and hinges should be cleaned of grease by scrubbing them with

The hand brake may prevent the car from moving on a level road, but will it hold it on a gradient? Amongst other points, check the ratchet and pawl.

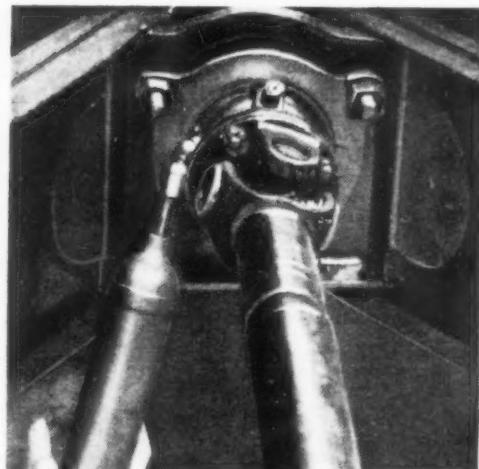


a petrol-soaked brush (do not use paraffin) and then roughening the surface with a wire brush. If the rivet heads are flush with the surface of the lining the shoes must be relined.

With the car jacked up safely and the rear wheels off, the opportunity should be taken to inspect the nuts and bolts securing the propeller-shaft universal joints to the gear box and differential flanges. Although they may look tight under their coating of dirt and old grease, a spanner will soon locate any loose ones, or tapping the end of the bolt lightly with a small hammer and holding the bolt head with a finger will cause the faulty bolts to move. Any worn bolts should be replaced with high tensile steel bolts of the correct size, and either the nuts should be correctly pinned up or one of the proprietary makes of lock nuts used.

If you have not been underneath the car before, have a look round for the odd mysterious rattle. Exhaust pipes and silencers are taken for granted usually and are expected to last for ever. But rust from the outside, heat and corrosive action from within—apart from hitting the silencer on an unseen tree stump when you had that picnic last summer—all levy their toll. Faulty silencers, apart from being illegal, are often the cause of fumes inside the car and these can have most unpleasant results.

Leaks or seepage from petrol pipe unions in the pipe line from the tank can occur when the car is in motion and stop when it is stationary, being caused by vibration. These will give themselves away by dry-looking stains in the region of the leak. Oil leaks from engine sump and gear box drain



Wear takes place at this point and is often neglected. Tighten propeller-shaft centre bearing bolts and flange coupling bolts and lubricate the bearing.

plugs may be caused by old fibre or copper and asbestos washers failing to do their duty.

Electrical wiring leads a hard life below the car and obscure faults can often be laid at the door of a wire which is chafing on the chassis frame. The battery leads and terminals must be in good condition, as they take a heavy load when the starter button is pressed. A corroded terminal should be replaced and a new one of the correct size sweated on to the lead. A coating of Vaseline on the terminals is a prevention against corrosion. Fuses should be inspected to see that they have the correct gauge wire and, if the driving light from the head lamps is not particularly brilliant, a spring clean of the reflectors can be carried out by having them replated.

If, finally, you make sure that the four tyres and the spare have a reasonable amount of tread left, then you have gone some way to being able to take your car on the road with a certain amount of confidence that it is at least safe. Making it 100 per cent reliable will involve a little more time and money, but both will be well spent.

H. C. F. H.  
*To be concluded*

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# NEWS and VIEWS

## Better Fuel in New Zealand

ALL petrol sold in New Zealand will have a higher octane rating from October 1 this year. One grade only will be marketed and this will have a research octane rating of 79. The new petrol will be about five to six per cent above the quality now being used. An increase in price is not expected.

## Topolino Replacement ?

SEEN in the environs of Turin one morning recently was a prototype Fiat believed to be the successor to the 500 c.c. Topolino. The somewhat high appearance for such a small vehicle is a characteristic that nowadays appears elsewhere in Fiat models—notably the TV—and the engine is at the rear. The front has affinities with the present 1100 model, although there is a suggestion of the French Renault about it. Bodywork is two-door and the roof opens.

The Fiat turbine car that was recently demonstrated has now been dismantled for further research.

## No Priority

TRAFFIC joining cross-roads from the right is not entitled to priority; this was stressed by Mr. Justice Streafeld, giving judgment in a collision case in the Queen's Bench Division. On the Continent, a driver approaching cross-roads expects to have priority over traffic on his left, but would automatically give way to traffic on his right. There is no regulation or custom which parallels this in Great Britain. The Highway Code warns that special care should be taken at cross-roads; all good drivers recognize the danger which exists, and act accordingly. It was strongly emphasized by Mr. Justice Streafeld that drivers approaching a junction where two roads of equal importance met had an equal duty to users of the other road. Even those on a major road were not absolved from taking care, although the chief duty lay with motorists on the minor road.

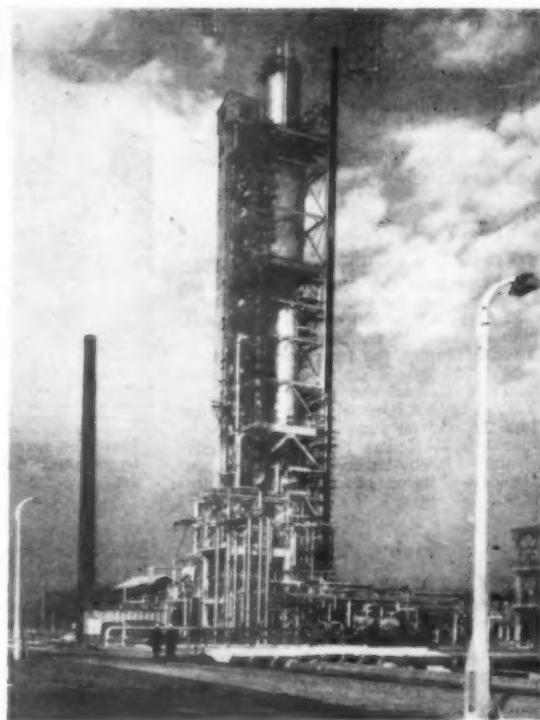
## 1954 Nash-Healey

DIFFERING slightly from the prototype illustrated on page 605 of *The Autocar*, April 30, the Farina-styled Nash-Healey coupé—styled a "hard-top sports car" by the American company—was introduced to the public on June 3. This model has the six-cylinder o.h.v. engine, which is made to develop 140 b.h.p. at 4,000 r.p.m. in this chassis. The cylinder head is aluminium and the compression ratio 8 to 1. There are twin carburetors.

The first Nash-Healey was introduced in 1951, and this latest version permitted the sales vice-president of the Nash company to make a wisecrack that can be appreciated. "The new Nash-Healey," he said, "is not a 'dream car of tomorrow' but a production model sold and serviced by Nash dealers throughout the country today."

A reduced price brings the new car down to just over 5,000 dollars. The Healey contribution to the car lies in the chassis and suspension.

On May 27, Her Majesty Queen Elizabeth the Queen Mother opened the new Coryton refinery of the Vacuum Oil company. The most interesting feature of the plant is this Thermofer "cat cracker," which is the only one of its type in this country. It is 272 ft high. (See paragraph below.)



## CORYTON OPENING

COMPLETION of the great Coryton, Essex, refinery of the Vacuum Oil company was marked by an opening ceremony on May 27, performed by Her Majesty Queen Elizabeth the Queen Mother in brilliant sunshine. The Queen Mother arrived at the refinery by yacht, accompanied by vessels bearing a great number of guests of the company, who included Mr. Winthrop Aldrich, United States ambassador, and Mrs. Aldrich. Mr. J. C. Gridley, chairman of the Vacuum company, welcomed Her Majesty.

The Coryton enterprise was started with the reclamation of marshland in

1950, and various parts of the refinery have come into production successively. It has cost £15,000,000, and involved the linked efforts of many firms. Even the floods of 1953 on the East Coast were not allowed to hold up progress.

The pride of the refinery is the Thermofer catalytic cracking unit for high-grade petrol, the only one of its kind in the country. The Thermofer continuous percolation unit for treating oils and waxes is the first in the world. All Vacuum products, including Mobilgas petrol and Mobiloil, Delvac, Sovac and Gargoyle lubricants, are produced from Middle East crude oil shipped to Coryton.



The new Nash-Healey has characteristic Nash styling at the front, and the appearance as a whole is purposeful. See paragraph on left.

## NEWS and VIEWS

continued

## Holden Popularity

THE Australian-made Holden continues to be the most popular car in that continent. Monthly registrations are now over 2,000, with Ford second and Austin third.

## Isle of Man Specials

FOR motor cycling enthusiasts the T.T. races hold the same fascination as Le Mans does for sports car enthusiasts. *The Motor Cycle* will publish two special numbers covering the International Junior Tourist Trophy, the International Lightweight 250 c.c. T.T., the Senior Clubman's T.T., and the Junior Clubman's T.T. The first issue will be published on June 17, and on June 24 there will be a special T.T. Report Number with fully illustrated lap-by-lap accounts of the races. Copies will be on sale at the usual price of 8d.

## Saving Work

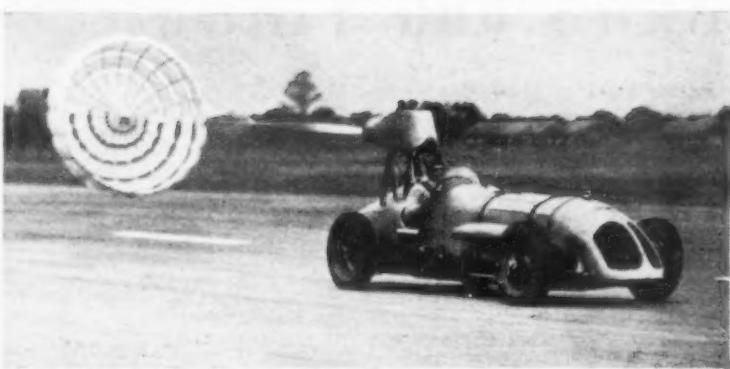
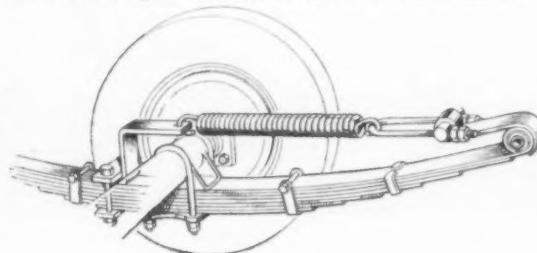
APPLICATIONS have been received from 45 countries for tickets for the Mechanical Handling Exhibition and Convention to be held at Olympia, in London, from June 9 to 19. At the last exhibition, two years ago, visitors came from 36 countries. The exhibition is organized by the well-known journal *Mechanical Handling* and there will be a wealth of material of interest to industrial executives. Exhibition highlights include giant mobile cranes with jibs nearly reaching the 100ft-high roof, new hydraulic lorry loaders, automatic packing machines which can secure irregularly shaped packages with steel bands, and so on. Public admission is 2s 6d.

## IMPROVING

AFTER nearly three months' use on a Standard Vanguard the following observations can be made on the Toledo-Woodhead Ridemaster spring control units (described in *The Autocar*, March 26). It will be remembered that these spring attachments are designed to give the suspension a variable rate, increasing in proportion to the load carried. The attachments consist of auxiliary coil springs in tension, which progressively augment the stiffness of the rear springing as it is loaded and deflects.

The initial impression of the springs was that, with only the driver in the car, they produced a definite stiffening of the suspension and gave the car a "harder" feel on indifferent roads. They greatly reduce the drag-down of the rear of the car when accelerating away from a standstill. A distinct reduction in roll when cornering fast was noticeable, although

The type of Ridemaster spring control assembly designed for normally cambered springs. The tension adjustment can be seen on the right of the drawing.



Unaltered except for the false front fitted for the film "Pandora and the Flying Dutchman," the outer circuit Napier-Railton is used for testing arrester parachutes.

## STILL IN HARNESS

THOSE whose memories go back to the Brooklands days before the war will remember the late John Cobb's massive Napier-Railton thundering round the outer circuit close to the lip of the banking. It is good to hear that this old car, with its 450 b.h.p. Napier-Lion engine, is still employed.

Its new role is testing parachutes made by the G.Q. parachute company to decelerate modern high-performance aircraft on landing. Its maximum speed of 145 m.p.h., together with a weight of 4,500 lb., makes it ideally suited to simulating landing runs more frequently and economically than an aircraft itself.

In case of parachute failure, Dunlop disc brakes have been fitted on the rear wheels only, with Mintex linings. Apart

## THE RIDE

when road surfaces were bad, the car tended to "patter" outwards, similar to the effect produced by over-inflated tyres. A further effect was the almost complete elimination of tyre squeal.

When the car was fully laden, with the Ridemaster springs adjusted to the recommended settings, they did not materially improve the cornering. By tightening the adjustment (increasing the tension on the springs) a steadyng of the car could undoubtedly have been achieved, but at the expense of comfort when only the driver was in the car. For a long run with a full load of passengers and luggage it would be worth while adjusting the springs to suit the conditions.

No maintenance whatever is required by the springs and fitting is a job which can be undertaken by an owner who is accustomed to his own maintenance.

from the front cowling—fitted when the car was used in the film "Pandora and the Flying Dutchman"—and the parachute attachment superstructure at the rear, it is in its original form, and is still maintained by Thomson and Taylor, who built the car so long ago.

## No Volkswagen for Japan

IN Germany the Volkswagen company has stated that it does not intend to make arrangements for the assembly of Volkswagen cars in Japan. Dr. H. Nordhoff, the firm's general manager, said that there had been reports of such a move, but that the Japanese demand for the car would not justify the erection of a plant.

## Pink Tape

PARTISANSHIP of motorists about the *laisser-passer*, or the *carnet*, system of taking their cars abroad is strong; judging from the Correspondence columns of *The Autocar*, opinion is sharply divided.

The *laisser-passer* system was fully described in "Trips without Triptyques" (*The Autocar*, April 16, 1954). A circular issued by the Continental Superintendent, British Railways, Victoria Station, London, S.W.1, also gives helpful and detailed information, including a summary of requirements for each European country which can be entered by motorists not travelling under the protection of a *carnet*. It contains completed specimens of the CD3 form and H.M. Customs Form 29B (Sale); explains how to obtain them and where to send the various parts when completed.

Car owners who belong to a motoring organization can, of course, take advantage of the *carnet*. Formalities are less complicated: all the necessary form-filling is done at home before departure. Under an international convention a car enters participating countries duty-free; the motoring organization takes full responsibility for its ultimate return to Great Britain and safeguards the host country from possible racketeers. Without a *carnet*, the tourist arriving at a country not operating the *laisser-passer* system might find himself asked at the frontier for a deposit equal to the value of his car. With present-day travel allowances, this is an awkward predicament.



## It costs you less to motor there...

When you next take a trip out in your car, remember that what finally decides how far you will go on a gallon of fuel is—how much energy Nature has put into that fuel. Into every drop of Benzole, distilled from yet another national heritage, British coal, Nature has packed more energy—more potential mileage—than there is in petrol. Thus Benzole, blended with high-grade petrol, as

it is in National Benzole Mixture, *cannot and does not fail* to give you more miles per gallon. With plenty of very good petrols to choose from, experienced motorists still prefer National Benzole Mixture. For all engines—new, old, large, small—performance proves that Benzole makes good petrol better!

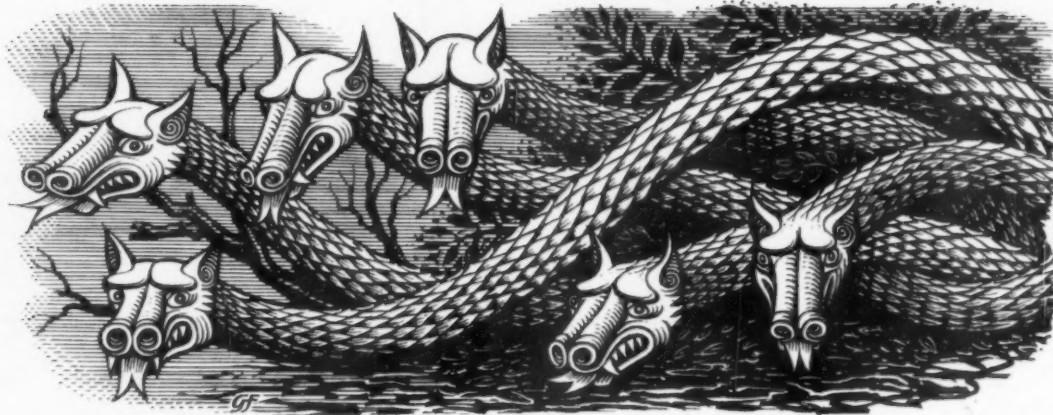
# NATIONAL BENZOLE MIXTURE

N.B.Q.R.3.

National Benzole Company Ltd., Wellington House, Buckingham Gate, London, SW1. (*The distributing organisation owned and entirely controlled by the producers of British Benzole*)



Advertisement



### *Sparkling plugs between Scylla and Charybdis*

LIKE ULYSSES, STEERING PERILOUSLY BETWEEN SCYLLA the six-headed monster and Charybdis the ship-swallowing whirlpool, a sparking plug must find a nicely calculated middle way between the opposite dangers of overheating and fouling.

The safe path between these dangers is a narrow one, and it is specially narrow if your engine is using more oil than it used to. That is because your original plugs, though they ran hot enough to resist the comparatively small amount of fouling when your engine was new, may not run hot enough to resist the increased fouling they will get in an engine that is burning oil. Charybdis has moved closer to Scylla—to steer between the whirlpool of fouling and the monster of overheating has become an even more difficult task. You must fit plugs that run hotter, if you are to avoid the poor running, the waste of petrol, and the need for frequent cleaning, that fouling will cause. But if they run *too* hot the monster of overheating will spoil your motoring and waste your petrol with pre-ignition

—and may plague you in even more serious ways. So you need plugs that will run—in *your* engine—at something very close to the ideal temperature. You need plugs with a heat value that suits your engine *exactly*. The most likely place to find them is in the exceptionally complete K.L.G. range. Of all the makes of plugs commonly stocked by British garages, K.L.G. offer you the most complete range of different heat values, with the smallest steps in heat value between one plug and the next.

If you write to Dept. K/A19, Smiths Motor Accessories Limited, Cricklewood Works, London, N.W.2, we shall be glad to send you a booklet for your guidance, with tables comparing the heat values of K.L.G. plugs and plugs of other makes. But why not have a talk with your garageman about all this, next time you change your sparking plugs? He can advise you on such questions and, whatever your particular plug needs may be, he can provide you with a K.L.G. type that will suit your engine exactly.

**a SMITHS** explanation to wiser motorists

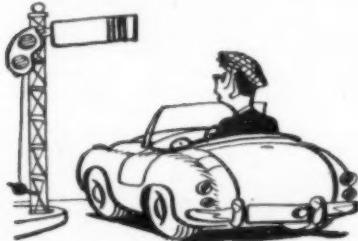


# Disconnected Jottings

BY THE SCRIBE  
Drawings by Barry Appleby

## Ex-G.W.R.?

**B**E SIDE one of the creeks of Falmouth Harbour there is a most remarkably level lane, although the surrounding land is most uneven and undulating. It always puzzled me until I learned that it is actually a former light railway which led to some deserted mine workings. When abandoned, this railway line was surfaced and commissioned as a lane. It is at a little place in Cornwall called Devoran.



Light railway.

At Restronguet there is another unusual lane. It is well surfaced, and on it are some houses with nice garages containing equally nice cars. But it is interrupted by a little beach and a sea wall, after which interruption it continues. On leaving or returning home by car, it seems, the motorists beyond the beach must select low tide and then undergo a little trials section amongst rocks, shingle and seaweed in making the traverse from lane to lane. The tide must ensure that the trials section varies from day to day, thus adding to the interest!

## French Outlook

**F**ROM a British motorist long resident in France come some interesting opinions and facts about the attitude of the French road authorities towards their task and towards the traffic which forms part of it. He reckons that French motorists get their money's worth in the way of roads and road improvements, but that the British motorist does not; moreover, he has an iconoclastic remark or two to make about those natty little hedgerows we think so much of. "Too many blind corners," he remarks, "hidden by hedges and trees that in no way contribute to the beauty of the countryside (on the contrary many are ugly)." He criticizes, too, our patchy street lighting.

His work brings him into touch with many highway engineers in France. They have their eye on progress, he reports, and they are well aware that cars are growing more numerous and

more powerful every year. They are equally aware that the motorist is determined to be allowed to use that power for safe, fast motoring, and it is just that aim which the engineers keep a watchful eye on. "An experimental eye, if you like," he writes.

\* \* \*

## Rubber Roads

**Y**OU will recall the brief interest in rubber as a road material a year or two back? Nothing much seems to have happened since. In France the experiments are conducted with more hopefulness of a road future; so much so, in fact, that the public knows the roads concerned as "elastic roads." Latex is mixed with bitumen and with oil extracted from anthracite; macadam sections are laid alongside as a control. One of the most successful applications was at the military airfield at Chaumont where the original concrete runways would not stand up to the pounding and heat of jet planes. Ninety thousand square yards of the new material have been laid on the runways and they show no signs of breaking up. N7 was surfaced with it two years ago where it runs through Monte Carlo and the rose tint with which the Prince of Monaco had one part coloured remains as proof of the hard-wearing qualities. Certainly those who regard France as a country which, in spite of all her efforts, is gently lapsing into decay should pay more attention to the road system. It gives the lie, with the continual construction of new by-passes, new and stylish concrete bridges, to any suggestion of decadence. As for signposting and mileage marking, they are superb.

"A nation which ceases to build roads ceases to live."

\* \* \*

## Leakage Path

**O**NE of the more quixotic uses of the special lubricants which consist of a colloidal graphite dispersion in a spirit is to provide a leakage path across the surface of tyres so as to enable static build-up to leak away to



Static.

earth. You will recall that a recent article on the subject (January 29) gave an indication of the tremendous voltages involved, which can, in the extreme, reach 100,000 volts. If such a lubricant (colloidal graphite in naphtha, say) is painted on the rubber for this purpose it should be applied so as to complete the path from the metal rim to the earth, and it should be painted also on the external tyre wall that faces inwards under the car, to avoid damage by kerb scuffing. Carbon tetrachloride is another carrier for such graphite, but I am always loth to recommend the use of c.t.c. for anything. Far too few people pay heed to its dangerous potentialities if it is used in a confined space.

\* \* \*

## Braking and Brake Usage

**I**N accounts of brake research work I done recently I find an interesting point or two about brake application and lining wear—enough to whet my appetite for the full findings as and when they are available. The Ferodo people have devised a complicated test rig which betrays much. Where brakes were applied to limit the speed down a gradient a moderate rate of work at the drum was maintained for a total of 118 sec. This type of usage will raise the temperature of the drum and lining to a fairly steady value and continue the contact for some time at this temperature. On a more open road the speed was higher between applications of the brakes, and the chart shows a great deal of intermittent braking. This involves much higher rates of work and therefore steeper temperature gradients near the drum surface. The two effects combine to promote very rapid wear, and, say the researchers, "although the lining and drum are in contact for only a short time, this kind of braking can be very destructive."

There is interest in these findings for the ordinary user, although the cost of lining renewal is not great and they need not lead to reluctance to use the braking portion of the car's performance. It is always worth bearing in mind, however, that the heat at the linings and drums is directly measurable in fuel used in promoting it.

\* \* \*

## Rebore Mileages

**I**N conversation with a fleet manager the other day I was rather shocked to learn that his rebore mileages for a number of different makes varied from 35,000 to about 55,000. I call those figures low, and although I am well aware that conditions of use and type of driver can make a lot of difference, I still call those figures low.



**BAD WEATHER  
FAILS TO  
SPOIL FIRST  
MEETING :  
DOUBLE  
VICTORY FOR  
MOSS**

Stirling Moss accelerates out of Tatt's Corner in his Maserati during the first heat of the main event, and (below) receives the *Daily Telegraph* Challenge Trophy from the Lord Mayor of Liverpool (Alderman A. Griffin) after his victory.

THE degree of success likely to be enjoyed by Aintree as a major racing venue in the north of England still remains to some extent unknown, for rain fell steadily for most of the day last Saturday when the circuit was used in competition for the first time. Nevertheless, a good crowd attended during the day and saw some fine racing in each of the three events.

The meeting was promoted by the Aintree Automobile Racing Company, under the direction of Mrs. Mirabelle Topham, and sponsored by the *Daily Telegraph*, while the organization of the actual racing was undertaken by the B.A.R.C., already well known for its activities at Goodwood and the Crystal Palace. The main event was the Aintree International 200 (for *formule libre* racing cars, run in two 50-mile heats with a 100-mile final), and this was won in fine style by young Stirling Moss at the wheel of his new 2½-litre Grand Prix Maserati. Moss also scored an unchallenged win in the formula 3 race for 500 c.c. cars in

Francis Beart's Cooper-Norton, while victory in the sports car race went to Duncan Hamilton in his own privately entered Jaguar XK120C sports car.

Aintree possesses a set of permanent buildings and grandstands which are unrivalled in motor racing in this country, by reason of its horse racing associations. The new circuit, of which perhaps too much had been expected, drew considerable criticism from both drivers and spectators (though more from the former); the central loop, with its four slow corners, seemed to bear the brunt of the attack. The surface, however, called forth nothing but unstinted praise; level, free from bumps and well drained, it proved remarkably non-skid even in the worst of conditions.

Had the weather been fine throughout the day, instead of clearing up only in time for the final of the main race, a far larger crowd would undoubtedly have been attracted. It was unfortunate in the extreme for the promoters that their first meeting should have been stricken with such a



**R A I N Y**

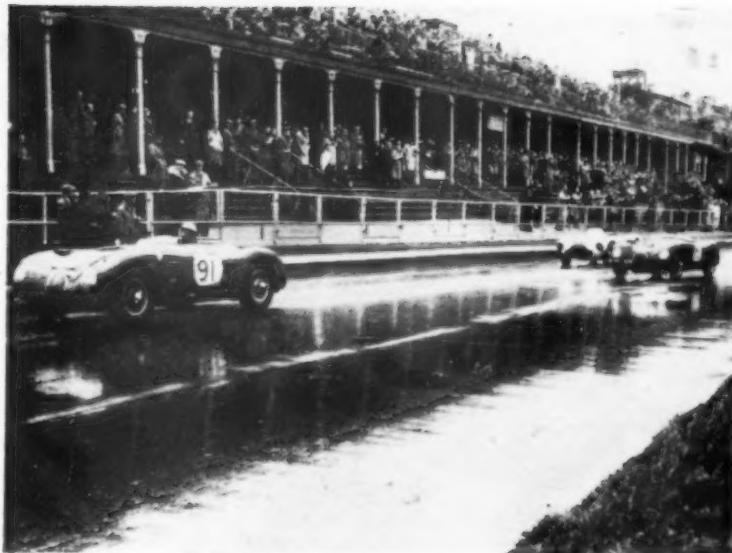
handicap; nevertheless, it could be accounted a general success, and future meetings in better conditions should come well up to expectations.



The opening ceremony for the new circuit was performed by Earl Howe. (Left) The opening speech, while Mrs. Topham, G. P. Simon of the *Daily Telegraph*, and A. M. Low listen attentively. (Right) Earl Howe breaks the tape with his Aston Martin DB2. The permanent grandstands at the circuit are a great advantage.

ON practice day, too, the weather had been none too good, only the first session of the day (for the racing cars in the main event) taking place in the dry. The Ferrari Thin Wall Special, driven on this occasion by Peter Collins, proved easily fastest in the dry, lapping in 2m 5.8s (85.85 m.p.h.), followed by Behra's Gordini (2m 9.4s) and (at 2m 11.4s) Parnell's Ferrari and Salvadori (Maserati). But several competitors did not practise in this first session, including the two B.R.M.s of Wharton and Flockhart, and by the time of the second *formule libre* practice period in the afternoon the circuit was very wet indeed. Wharton's best practice lap was in a time of 2m 19.2s, which naturally precluded any chance of his having a front row position in the starting grid for his heat. During the wet practice period, the big Ferrari displayed some tendency to oil up plugs after only a few laps, a symptom which did not augur too well for race day.

The other practice periods were also run off in the rain; fastest sports car proved to be Jimmy Stewart's Ecurie Ecossé Jaguar XK120C (2m 23.2s, 78.42 m.p.h.) with the H.W.M. sports car



The sports car race: (above) James Stewart (Jaguar XK120C) leads past the stands from Duncan Hamilton's similar car and Carroll Shelby (white Aston Martin DB3S). But Hamilton (seen at Melling Crossing on the left) won in the end.



up some shortcomings in the public address loudspeaker system, which were to become very evident during the course of the day. The track is wired for horse racing, a quieter pastime than with cars!

First of the day's races was the 10-lap, 30-mile event for sports cars of any engine size, in which special prizes for the best 2-litre cars were also offered. At the drop of the flag Stewart was across the road and into his XK120C and the lead very quickly, with Duncan Hamilton (XK120C) on his tail, Ninian Sanderson in yet another Type C third and Shelby's DB3S fourth. The most unfortunate

Salvadori's Maserati, leading the 2-litre cavalcade. Behind him at half-distance was R. E. Berry's XK120, then came the Type C Jaguar of Irishman Joe Kelly, with C. G. H. F. Dunham's XK120C on his heels. Earlier, Chapman's Lotus had been right on the tail of Salvadori, but after three laps Chapman overdid it at Bechers Bend and had to retire as a result.

On the sixth lap Gaze slipped past Sanderson to take fourth place, and Dunham got past Kelly for ninth place. But throughout these laps Hamilton had been pressing Stewart hard, and Shelby was threatening Hamilton. The end of the

## DAY AT AINTREE

(driven by F. A. O. Gaze) second. P. B. Reece's amazing little 1,100 c.c. Osca lapped in 2m 28s—some two seconds faster than Salvadori's Maserati, fastest of the 2-litre cars! A surprise among the formula 3 practice times was H. Philipson's appearance with his Staride at the head of the list (2m 28.2s, 72.87 m.p.h.), two seconds faster than Bicknell's Revis, with Moss' Cooper another two seconds to the bad in third place—but the last-named car did not seem too happy.

### Race Day

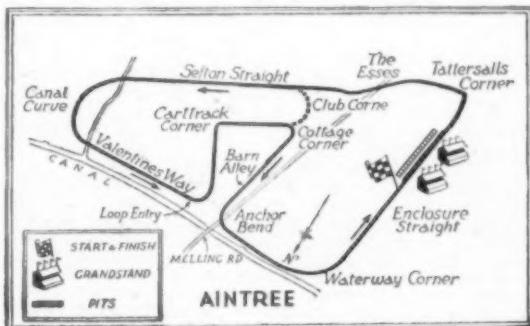
The Saturday morning dawned with endless grey skies and a consistent downpour, and in consequence the crowd of spectators was still very small indeed by 11.15 a.m., the time set for the opening ceremony. This was performed by Earl Howe, who drove round the circuit (breaking a tape in traditional fashion) in his Aston Martin DB2, at the head of a procession of notabilities; but first he made a short speech, followed by a few words from Mrs. Topham and G. P. Simon, general manager of the *Daily Telegraph*. These, incidentally, showed

driver was D. Watts, whose Cooper-Bristol was very reluctant to start. At the end of the first lap the order was the same, with Colin Chapman's Lotus very well up. Lap two saw Shelby's Aston slip past Sanderson into third place, and Gaze's H.W.M. had moved into a close fifth place. The Lotus continued to be high on the list, and, although it had been slower than P. B. Reece's Osca in practice, it already had a useful lead in the race proper.

For several laps the order of the leaders remained unchanged, with Stewart, Hamilton and Shelby leading the field closely together and Sanderson and Gaze fourth and fifth but a little back from the leaders. After an interval came Sir James Scott-Douglas (Jaguar) and Roy

seventh lap saw the great changeover: Shelby put everything he knew into getting by Hamilton at Waterway, the corner before the finish, and took to some of the off-course gravel in the process. But at the same time Hamilton made his bid for the lead, and made it successfully.

As they passed the pits Hamilton's Jaguar was in front, with Stewart's second and Shelby almost alongside. Tattersalls





On a glistening wet track, Collins (Ferrari Thin Wall Special) is being caught by Parnell (2½-litre Ferrari) in heat 1 of the main event; here they are at Waterway Corner, living up to its name!



Flockhart (B.R.M.) leads in the second heat from Salvadori (Maserati) at Country Corner; the absence of any landmarks on this part of the circuit is noticeable.

Corner saw the fastest cars in their final positions, with Hamilton leading, the resourceful Shelby second and Stewart third. Gaze was still fourth and Sander-son fifth, followed, after a very long interval, by Scott-Douglas and Salvadori's Maserati. After another long gap came Berry's XK, with Dunham right on his tail.

Once Hamilton had taken the lead it was clear that his was the fastest car in the race, for he pulled away to a comfortable lead quickly; Shelby also left Stewart fairly well behind. For the rest, Sander-son held fifth place behind Gaze, with Scott-Douglas sixth and Salvadori seventh leading the smaller-engined cars. After Salvadori the final battle of the race was being fought, for Dunham was pressing Berry to the limit, and before the finish he managed to get by.

Salvadori, after the disappearance of Chapman, had a tremendous lead in the 2-litre class, his second man being Horace Gould in a very noisy Bristol-engined Kieft. The excitement had been centred round the first three cars, and all praise was due to Hamilton for winning and to Shelby for a very well-earned second place.

At a quarter past twelve came the

second event, the first heat (17 laps, 51 miles) of the Aintree International 200 *formule libre* race. In the front row of the grid were Collins (4½-litre Ferrari Thin Wall), Behra (2½-litre Gordini), Parnell (2½-litre Ferrari) and Moss (2½-litre Maserati); behind them Beauman (2-litre Connaught), Wharton (1½-litre supercharged B.R.M.) and Marr (2-litre Connaught). There

The front row of the grid for the final; nearest to the camera is Parnell (Ferrari), and beyond him are Flockhart (B.R.M.), Salvadori (Maserati) and Collins (Ferrari). The nose of Gerard's Cooper-Bristol, in the second row, is just visible on the right

were three non-starters, and in all fifteen cars faced the flag in a consistent down-pour of rain.

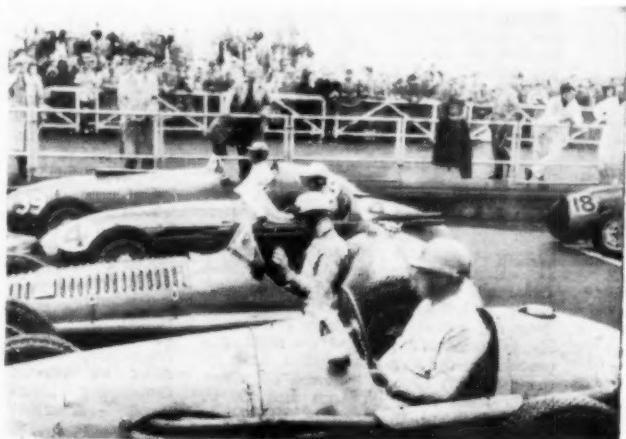
The last few seconds ticked away, the noise rose in a crescendo (dominated by the shrill scream of the B.R.M.), the flag fell—and Parnell streaked off to a clear lead! He was followed into Tatts Corner (the first left-hander) by Collins in the bigger Ferrari, Behra's Gordini, Wharton's B.R.M., Moss' Maserati and Beauman's Connaught, with the rest in an untidy jumble. But already the superior power of the big Ferrari was telling, and at the end of the first lap Collins had a clear seven-second lead from Parnell—over a quarter of a mile! Then came Behra, Moss, Wharton, and the two 2-litre Connaughts of Beauman and Marr; in this race (at least, in the final) there were separate awards for the first three 2-litre cars to finish. After two laps Collins' lead was twelve seconds, and thereafter he steadily pulled away until lap five. But when he came round for the fifth time his engine had lost its clean note—at least one cylinder had oiled its plugs.

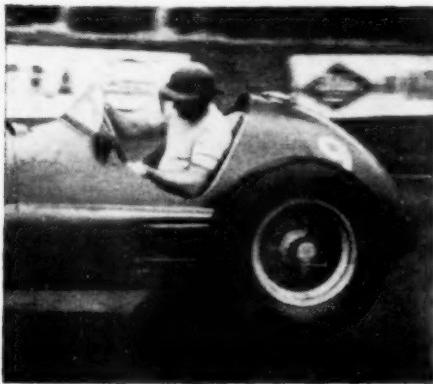
Parnell, driving consistently and well, now began to close the gap (which had grown to twenty seconds); lap by lap he crept nearer to the misfiring giant until at the end of the tenth lap the red Ferrari

## RAINY DAY AT

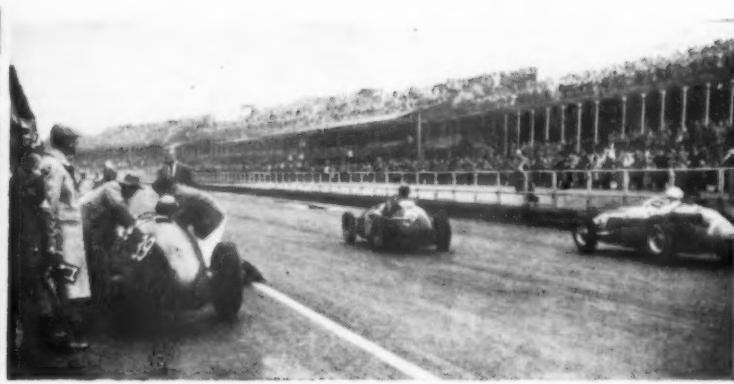
passed its larger green brother and led past the main grandstands. And by now it was Moss who was third, for on the previous lap Behra's Gordini had slowed, letting the green Maserati by. Jean Behra's car was definitely misfiring in its turn; Wharton brought the B.R.M. into fourth place. These positions held to the end; but interest was maintained by the effort made by Moss to catch Collins, which failed by only five seconds. Beauman's Connaught, which had gone so well at the start, dropped out after six laps (and Young's similar car had already gone); first 2-litre car home was the Cooper-Bristol driven by J. K. Hall, of the Border Reivers, which had passed Marr's Connaught on the seventh lap. That was heat one—and now followed the luncheon interval, during which a procession of veteran cars provided a pleasant diversion.

After lunch came the second heat—but the rain persisted, albeit not quite so heavily or consistently. This also at-





Portrait of a man trying hard: Ken Wharton juggles with the wheel of his B.R.M. on Tatts Corner during the very wet first heat.



The turning point of the final: Collins sits patiently in the Ferrari Thin Wall at the pits, while Moss (Maserati, right) flashes past in the lead, overtaking Marr (Connaught, centre). G. A. Vandervell, the Ferrari's entrant (in sou'wester), supervises plug-changing operations.

tracted fifteen starters, and in the front row were Salvadori (2½-litre Maserati), Gerard (2-litre Cooper-Bristol), Nuckey (2-litre Cooper-Bristol) and Flockhart (1½-litre supercharged B.R.M.). Behind them came Bira (2½-litre Maserati), Rolt

## AINTREE . . continued

(2-litre Connaught) and the second works 2½-litre Gordini driven by Belgian André Pilette and consequently painted yellow. The other Continental entry, veteran Philippe Etancelin's big blue Lago-Talbot, was in the third row with two more Connaughts and A. G. Whitehead's blown E.R.A.

From the start the two Cooper-Bristols streaked away, Gerard leading round Tatts, while behind them Salvadori and Flockhart fought neck and neck. Bira was left on the line, and his car pushed to its pit. But after one lap it was the B.R.M. which led, its engine note rising and falling as its young Scottish driver played tunes on the gear box; Salvadori's Maserati was close behind, followed by Gerard, Rolt, Pilette and Nuckey. This order remained the same for twelve laps, except that Etancelin displaced Nuckey in sixth place on lap five. Meanwhile Bira got going, very late, while Gaze's H.W.M. stopped after only one lap.

On the thirteenth lap Pilette brought the yellow Gordini round ahead of Rolt, who seemed worried; and then the Connaught's gear change jammed, the car coming to rest near Bechers Bend. Salvadori provided some excitement by coming right up behind Flockhart after 15 laps; but he could not pass, and the B.R.M. pulled away again a little, winning from the Maserati and from Gerard in the 2-litre Cooper-Bristol. And Rolt, the Connaught restarted, came round slowly just after the winner to finish in ninth place and qualify for the final. Bira, his car misfiring towards the end, came in twice but just finished, though not among the first ten.

It was still wet when the flag dropped for the start of the formula 3 race, and as the cars pulled away from the line and headed for Tatts Corner in one big ball of spray it could be seen that Moss' Cooper-Norton was already in the lead, with Parker's Kieft next, then the Coopers of Eric Brandon and J. Russell. The ball of spray became elongated before Melleng

Crossing, and on Railway Straight, heading for the far side of the circuit from the pit area, Moss was still in the lead.

When the cars came round at the end of the first lap Moss had a very big lead, much bigger than usual for the opening stages of formula 3 races. Behind him came Parker, then Russell, Bicknell's Revis, Brandon's and J. K. Hall's Coopers. Philipson, with the Norton-engined Staride, was unlucky. He got away to a bad start and just after the end of the first lap went out of the race dramatically; as he changed down for Tatts Corner the car spun round in a complete circle and then plunged away across the grass, on the inside of the circuit.

On the second lap G. Maude, in a Cooper, hit the wall at Anchor Crossing, unfortunately injuring himself, and other cars began to disappear from the running with mechanical troubles. With four laps completed six cars were out of the race and Moss was already lapping

the slowest cars and piling up a big lead. Behind him, however, second place was being contested vigorously. Bicknell's Revis slipped past both Russell's Cooper and Parker's Kieft on the third lap, only to have to retire with a broken universal joint a few moments later. This left Russell in second place and Parker third, and these two proceeded to have a splendid battle.

With six laps completed Moss had a lead of 27 sec, and Russell had an 8 sec advantage over Parker. And to add to the interest fourth place was also being contested. It was held by Hall's Cooper, but just as Parker started moving up on Russell, so Brandon started his bid for fourth place—and he was quickly successful, managing to get his Cooper past Hall on the seventh lap. Behind the first five cars was a big gap at this stage, but a very exciting struggle was in progress for sixth place between F. R. Gerard and E. G. Greenall. Greenall managed to



Although Parnell led from the line at the start of the first heat, Collins' large Ferrari overtook its smaller brother before Tatts Corner was reached. Behind them are (right to left) Behra's Gordini, Wharton's B.R.M. and Moss' Maserati.

## RAINY DAY AT AINTREE . . . continued

hold the position until the penultimate lap, when Gerard got by and remained sixth to the finish.

Brandon, having got by Hall, remained fourth for the rest of the race, but in front of him the effort of Don Parker to catch Russell became the highlight of the race. After an 8 sec gap at the start of the seventh lap it became 6 sec at the start of the ninth. As they started the last lap the Kieft was closer still, only 2 sec behind, and clearly had a chance to take second place. All round the course Parker pressed the car to the limit. Then as they rounded the final corner and came into the finishing straight he moved up alongside Russell! Only those at the finish line itself could see the result—Parker was second by feet. Moss had finished more than 30 sec earlier, to win after a splendid drive at an average speed of 70.92 m.p.h. And last came the final (34 laps, 102

Bechers Bend (the tank filler cap springing open and fuel cascading over the tail), reappearing in tenth place instead of second—and now Moss had passed Wharton to lie second, just over twenty seconds behind the flying Collins. In the heat Moss' Maserati had been short of revs through a magneto defect; but it was obviously all right now. Three laps later and Behra had passed Wharton, the second B.R.M. stammering slightly on acceleration; and now the leader slowed, the big Ferrari once more starting to misfire. But Collins kept on, although his lead was gradually decreasing; this was a tactical error on the part of his pit, though hardly to be foreseen at the time.

At ten laps the order was Collins (Ferrari), Moss (Maserati), Behra (Gordini), Parnell (Ferrari), Wharton (B.R.M.) and Gerard (Cooper-Bristol). Flockhart had now brought the second B.R.M. back up to seventh place, trying very hard, while Bira's Maserati (from right at the back) lay eighth. On the next lap Behra stopped at the pit to change plugs, which took 1m 45s—and next lap he was in again

brake troubles having added themselves to his score. Now the race settled down, Moss slowly but surely increasing his half-minute lead; Behra, trying very hard, climbed up to fourth at 25 laps, passing Salvadori who now lay fifth. But three laps later the Gordini was in again for yet more plugs; the engine, brand-new before the race, had not settled down at all. Flockhart got his third place, displacing Gerard on the 26th lap; but he could not shake off the Cooper-Bristol. Moss came home an unruffled and popular winner, followed by Parnell; but for the last few laps the crowd looked for Gerard, chasing the B.R.M. hard round all the corners and trying to pass, only to drop back on the straights. On the last corner of all he tried so hard that he slid off the road on the outside; the B.R.M. thus got its third place (and Flockhart had done all he could), but Gerard had driven a wonderful race, well deserving his fourth place and his easy victory in the 2-litre class.

### The Also-Ran

Second 2-litre home was McAlpine's Connaught, in sixth place after a good run; other excellent showings were those of Graham Whitehead's old E.R.A. (the driver's shirt flapping in the breeze), Marr's Connaught (although it was almost covered in mud from some uncharted excursion) and Fairman's Turner, which had gone well despite two pit stops to remedy clutch slip. Etancelin could do no better than twelfth place; he had been forced to stop with a burst oil pipe—but his style remains unchanged.

A very good race, and Moss deserved his win. He had driven with his head, never looking like making a mistake, and the car ran perfectly; perhaps his long run of ill luck is broken. After he had received the cup, and the prize-giving ceremony completed, the crowds swarmed for the exits; but so good are the traffic arrangements—at all events with the attendance of last Saturday—that there was virtually no delay at all, and everyone was away within an hour.

**RESULTS (Incl. Distance 3 miles)**

<b>Sports car race (10 laps):</b>	1. Jaguar XK120C 3.442 (J. Duncan Hamilton); 2. Aston Martin DB3S 2.922 (C. Shelby); 3. 24m. 28s. 2. Aston Martin DB3S 2.922 (C. Shelby); 4. 24m. 34s. 3. Jaguar XK120C 3.442 (J. R. Stewart); 24m. 34s. 4. 24m. 34s. 5. H.W.M. 3.442 (F. A. O. Gaze); 24m. 35s.; 6. 24m. 35s. 7. 24m. 35s. 8. 24m. 35s. 9. 24m. 35s. 10. 24m. 35s. 11. 24m. 35s. 12. 24m. 35s. 13. 24m. 35s. 14. 24m. 35s. 15. 24m. 35s. 16. 24m. 35s. 17. 24m. 35s. 18. 24m. 35s. 19. 24m. 35s. 20. 24m. 35s. 21. 24m. 35s. 22. 24m. 35s. 23. 24m. 35s. 24. 24m. 35s. 25. 24m. 35s. 26. 24m. 35s. 27. 24m. 35s. 28. 24m. 35s. 29. 24m. 35s. 30. 24m. 35s. 31. 24m. 35s. 32. 24m. 35s. 33. 24m. 35s. 34. 24m. 35s. 35. 24m. 35s. 36. 24m. 35s. 37. 24m. 35s. 38. 24m. 35s. 39. 24m. 35s. 40. 24m. 35s. 41. 24m. 35s. 42. 24m. 35s. 43. 24m. 35s. 44. 24m. 35s. 45. 24m. 35s. 46. 24m. 35s. 47. 24m. 35s. 48. 24m. 35s. 49. 24m. 35s. 50. 24m. 35s. 51. 24m. 35s. 52. 24m. 35s. 53. 24m. 35s. 54. 24m. 35s. 55. 24m. 35s. 56. 24m. 35s. 57. 24m. 35s. 58. 24m. 35s. 59. 24m. 35s. 60. 24m. 35s. 61. 24m. 35s. 62. 24m. 35s. 63. 24m. 35s. 64. 24m. 35s. 65. 24m. 35s. 66. 24m. 35s. 67. 24m. 35s. 68. 24m. 35s. 69. 24m. 35s. 70. 24m. 35s. 71. 24m. 35s. 72. 24m. 35s. 73. 24m. 35s. 74. 24m. 35s. 75. 24m. 35s. 76. 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The stepping up of the wing line aft of the vertical centre line of the rear doors blends well with the curves of the roof and rear windows. Any suggestion of a large unbroken expanse of metal is avoided by the dummy ports in the front wings and the plated rubbing strip.

The massive bumpers and overriders are practical as well as helping to add a sense of balance to a car so large overall. Continuous louvres prevent rain coming in when the windows are open slightly. The petrol tank filler is concealed behind a hinged flap.



## *The Autocar* ROAD TESTS

### No. 1534 : BUICK ROADMASTER SALOON

FAMILIARITY, it is said, breeds contempt, but it can also produce admiration. America has a reputation for doing things in a big way; she is a big country and the cars built there are in keeping with the standards the people have set themselves. Nearly all motorists, and a lot of non-motorists, too, for that matter, are familiar with photographs and cinema scenes of American-built cars with what appear to be exaggerated body styles and bright colours, but when one of these cars is seen at close quarters, and handled, there is a pleasant sense of surprise at the proportions and well-balanced lines. The opportunity to drive one does not occur very often these days, because of currency restrictions, and those makes which were to be seen on the roads of Great Britain in competitive numbers before the war are today used mostly by diplomats or Servicemen

stationed in England. The Buick recently tested was placed at *The Autocar's* disposal by Lendrum and Hartman, Ltd., Buick House, Albemarle Street, London, W.1, who have been the concessionaires in Great Britain for many years.

The Model 72R Buick Roadmaster is well representative of modern American car production. It has a large capacity V-eight engine, a dual-range fluid transmission employing a torque converter, and power-assisted steering. To English eyes there is perhaps an abundance of chromium plate and a general air of brightness. It is a large car and can be used for covering long distances in great comfort, and the engineering skill which has gone into its design has produced a car which the driver can control with ease.

The heart of the Buick Roadmaster and that which to a large extent enables it to achieve its extraordinary performance is the General Motors Dynaflow transmission. The main unit of this transmission is a twin turbine torque converter. This torque converter multiplies the engine torque or output whenever driving conditions demand greater torque than the engine can supply. In other words, it serves the same purpose as the reduction gears used in most cars, with which the driver is able to choose a suitable ratio for the particular conditions of the moment.

In brief, torque multiplication is achieved by the following method. Within the turbine casing are two turbines



The roof rail extends forward over the windscreen, forming a sun visor in some measure. The air intake grille for the heating and ventilation system is below the screen and the flashing indicators are below the head lamps.

and a converter pump which is bolted to the flywheel; this pump is similar to the impellor of a conventional centrifugal pump. Oil from the pump is projected through the turbines and returns to the pump with almost as much energy as when projected; the rotating cylindrical mass of oil may be likened to a spinning flywheel rim. The energy in the oil is still further built up by the rotating pump, and this greatly increased energy is projected into the turbines; this build-up of forces produces a torque on the turbines which is much greater than the torque produced by the engine. Mechanical factors in any given torque converter design limit the build-up in torque multiplication beyond certain limits.

The Buick twin turbine is coupled directly to a gear case containing planetary gears, and a direct drive clutch. The planetary gear set provides a forward low-range gear ratio and reverse. Control over the transmission is effected hydraulically, by the driver operating a steering column mounted lever to select the normal Drive range, or the Low range for special purposes, and reverse. This lever, moving over a quadrant, can be placed in any one of five positions, these being parking—neutral—direct drive—low and reverse. With the lever in "P" a positive mechanical lock is provided for the rear wheels, although the engine may

## ROAD TEST . . . continued

be started with this lock engaged. The other ranges describe themselves, Drive range being used for all normal conditions including starting from rest.

With the ignition switched on, and the control lever in either "P" or "N," pressing the throttle pedal right down to the floor starts the engine, as the starter motor circuit is coupled via the pedal. The engine can be started only in these two positions of the selector lever. The parking brake has a large red warning light, to guard against driving off with the brake on. All the driver has to do, having released the parking brake, is to place the control lever at "D" and press the throttle pedal. The Buick moves off in virtual silence and will accelerate very quickly if required, up to its maximum. There is a feeling of great controllable power, and getting away from a standstill can be made to resemble being in a high-speed horizontal lift!

The power available through the torque converter allows the driver to deal with gradients, on roads that are suitable for the Buick's overall size, with almost laughable ease. In many cases, because of traffic conditions, the car had to be slowed from its silent, almost awe-inspiring progress uphill. When the next clear opportunity occurred the car could be launched into space once again simply by pressing the throttle pedal. With a speed range from 0 to 100 m.p.h. available in "Drive" there is no necessity to use the Low range except for abnormal conditions. On a clear road the red line of the speed indicator moves horizontally across the



Radio controls and twin ashtrays occupy the centre of the facia, with a cigar lighter below. The heater control panel, with three adjusting levers, is to the right of the steering column, while above it and readily visible from the driving seat are the circular fuel and oil pressure gauges, ammeter, and water temperature gauge. The T-spoked steering wheel is very well positioned and of a sensible size, with a notched rim. The third pedal—in a two-pedal-control car!—is for application of the "hand" brake, release being by the knob under the facia on the left.

dial rather like a thermometer which has had a blow lamp applied to its bulb. The instrument on the car tested was perhaps unique in so far as its maximum possible reading of 120 was reached when the car was doing a true 98 m.p.h., two miles an hour below its available maximum.

Low range, with its maximum of just over 65 m.p.h., was used only for moments when exceptional acceleration was required from rest or over the lower speeds. If maximum use was made of the power in Low when starting from rest the rear wheels would spin slightly, the front of the car lifting up and the crew experiencing a very real "kick in the back" feeling. In changing from Drive to Low there is a very slight kick in the transmission, noticeable only by the driver.

This is perhaps motoring in its simplest form. And it is a tribute to automobile engineering design that such a large car can be controlled with so little effort on the part of the driver.

### Soft Springing

The coil spring suspension gives a good controlled ride, although with slight up and down movement at high speed. The springing is soft to the extent that it is very easy to move the car up and down by pressing on the front or rear bumpers, and as a result there is sway on corners, but not alarmingly so. Absence of squeal from the big tyres is noticeable unless it is deliberately provoked when negotiating a roundabout, for example. Road conditions in the country of its origin are so vastly different from those in

Great Britain that it is unnecessary for the Buick to be tied down at each corner. Time spent in cornering can easily be made up by the big engine on the long straight stretches of highway in its own country. In the lower speed ranges



A clear impression is given of the spaciousness of the body and of ease of entry, aided in front by the doors being hung well forward of the screen pillars. Front seat adjustment is obtained by operating the push button at the side of the seat. Arm rests embodying finger grip recesses are fitted to all doors, which also have stops to hold them open. A large ashtray with cigar lighter is placed in the back of the front seat and there is also a flexible hand or rug rail. The screenwiper control, to the left of the steering column, incorporates a control for the screen wash.

there is little to indicate to the occupants that the car is not traversing the proverbial billiards table, and when it is driven along a rutted grass track with cross-gullies the stability and comfort are most impressive.

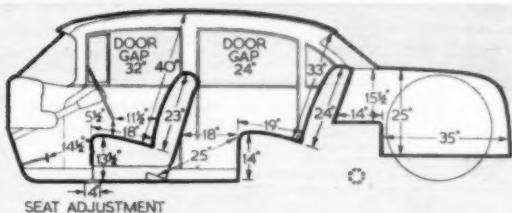
Finger-tip steering is literally possible, aided by the hydraulically assisted control. Whenever a force greater than four pounds is required to turn the steering wheel, hydraulic assistance is available, and even with the car stationary, with the engine running, it is possible to turn the wheel from lock to lock with one finger. Such systems were developed, of course, primarily for ease of parking at the kerb. The lightness thus achieved leaves the driver with little or no feeling of precise control of the front wheels, there being so little sense of road contact, and one wonders if it would not be preferable for the hydraulic assistance to be cut out at speeds over, say, 20 m.p.h. There was a tendency to oversteer the car on some corners with the

result that the steering wheel had to be wound back very slightly; there is a pleasantly strong self-return action in the steering. In conjunction with the required 4½ turns from lock to lock the driver is kept very busy when parking or driving in confined spaces, but it is soon apparent that, owing to the Dynaflow transmission and the power steering, the Roadmaster is a simple car to drive in dense traffic. The two units combine to give an ease of control which is essential for so large a vehicle.

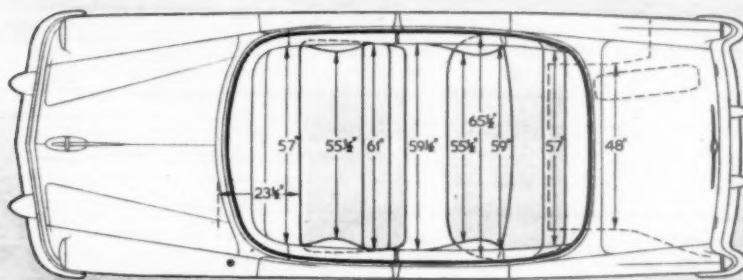
A car having the potential performance of the Roadmaster deserves excellent brakes. Up to speeds in the region of 70 m.p.h. those on the car tested were satisfactory, but above that rate it was necessary to apply a heavier pressure than normal on the pedal, and during brake testing there was very considerable fade, with some pull to the right-hand side. Vacuum servo assistance for the braking system is available as an optional extra on the Roadmaster and this should

## BUICK ROADMASTER SALOON

WHEELBASE	10' 7"
FRONT TRACK	4' 11"
REAR TRACK	5' 22"
OVERALL LENGTH	18' 0 8"
OVERALL WIDTH	6' 7 9"
OVERALL HEIGHT	5' 4 4"



SEAT ADJUSTMENT



Measurements in these  $\frac{1}{2}$  in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncomressed.

## PERFORMANCE

### ACCELERATION: from constant speeds.

M.P.H.	Drive Range	Low Range
10-30	4.3	3.5
20-40	5.1	4.2
30-50	6.1	4.9
40-60	7.5	6.1
50-70	9.2	—
60-80	10.3	—
70-90	13.2	—

From rest through gears to:

M.P.H.	Low and Drive Range	Low Range
30 ..	4.3	4.3
50 ..	9.2	8.8
60 ..	12.6	11.9
70 ..	17.2	—
80 ..	22.6	—
90 ..	31.4	—

\*Gear Ratios: Drive Range, 3.4-8.3 to 1.  
Low Range, 4.4-15.1 to 1.

Standing quarter mile, 18.6 sec.

### SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Drive Range (mean)	98.8	159.0
(best)	100.0	160.9
Low Range ..	50-66	80-106

### SPEEDOMETER CORRECTION: M.P.H.

Car speedometer: 10	20	30	40	50	60	70	80	90	100	110	120
True speed: 9	17	26	35	44	52	60	68	75	85	90	98

### TRACTION RESISTANCE: 20 lb per ton at 10 M.P.H.

### TRACTION EFFORT:

Pull (lb per ton)	Equivalent Gradient
490	1 in 4.5

### BRAKES:

Efficiency	Pedal Pressure (lb)
84 per cent	100
77 per cent	75
62 per cent	50

### FUEL CONSUMPTION:

16 m.p.g. overall for 533 miles (17.7 litres per 100 km).

Approximate normal range 14-19 m.p.g. (20.2-14.9 litres per 100 km).

Fuel, First grade.

### WEATHER: Dry surface; moderate wind.

Air temperature 73 deg F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of January 15, 1954.

## DATA

**PRICE** (basic), with saloon body, \$3,237 = £1,156 at U.S.\$2.8 = £1. Not available in Great Britain.

**ENGINE:** Capacity: 5,230 c.c. (322 cu in). Number of cylinders: 8. Bore and stroke: 101.6 x 81.3 mm (4 x 3.2in). Valve gear: Overhead; push rods. Compression ratio: 8.5 to 1. B.H.P.: 200 at 4,100 r.p.m. (B.H.P. per ton laden 96.6). Torque: 309 lb ft at 2,400 r.p.m.

**WEIGHT** (with 5 gals fuel): 39 cwt (4,424 lb). Weight distribution (per cent): F, 53; R, 47. Laden as tested: 41 ½ cwt (4,634 lb). Lb per c.c. (laden): 1.14.

**BRAKES:** Type: F, Leading and trailing; R, Leading and trailing. Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 12in diameter; 2.5in wide. R, 12in. diameter; 2.25 in wide. Lining area: F, 119 sq in. R, 100 sq in (105.8 sq in per ton laden).

**TYRES:** 8.00-15in. Pressures (lb per sq in): F, 24; R, 24 (normal).

**TANK CAPACITY:** 16½ Imperial gallons. Oil sump, 12 pints. Cooling system, 37 pints (plus 3 pints if heater is fitted).

**TURNING CIRCLE:** 43ft (L and R). Steering wheel turns (lock to lock): 4½.

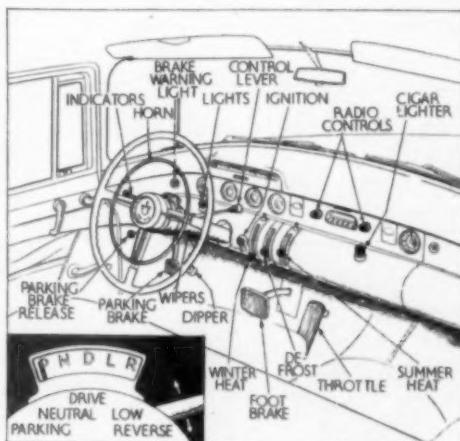
**DIMENSIONS:** Wheelbase: 10ft 7in. Track: F, 4ft 11in; R, 5ft 2.2in. Length (overall): 18ft 0.8in. Height: 5ft 4.4in. Width: 6ft 7.9in. Ground clearance: 6½ in.

Frontal area: 25½ sq ft (approximately).

**ELECTRICAL SYSTEM:** 12-volt; 60 ampere-hour battery.

Head lights: Double dip; 36-30 watt bulbs.

**SUSPENSION:** Front, Coil springs and wishbones. Rear, Coil springs and torque arms; anti-roll bar.



## ROAD TEST . . . continued

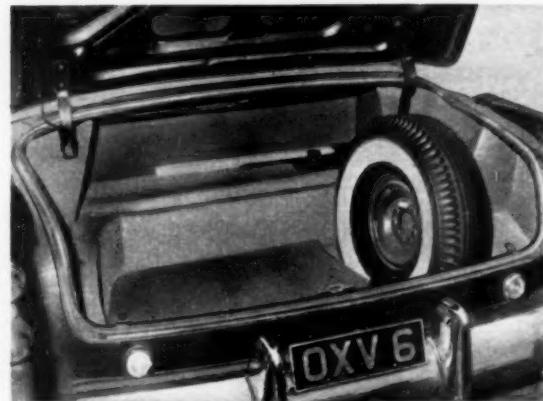
obviate the need for heavy pedal pressure to slow the car from high speed. The rather large brake pedal is obviously designed to be operated by the driver's left foot should he feel so inclined—and succeed in training himself to do if already a seasoned driver. The fact that it protrudes some way back from the throttle pedal tends to promote this method. The foot-operated parking brake is very powerful and is easily released by a small knob below the facia.

Although the driver is a considerable distance from the windscreen, outward visibility is good. The curved and sharply sloping screen is wrapped round at each side and the vertical pillars, because they are set so far back and to the sides, do not form an obstruction. The very wide and extremely comfortable front seat has the back rest set at a good angle and it is possible to see the top of both wings from behind the steering wheel. In fact, all-round vision from the driving seat is excellent, the car is easy to reverse and park and the few vehicles that do overtake the Roadmaster on main roads can be easily seen in the large interior mirror. The smooth exterior lines of the bodywork do a great deal towards keeping down wind noise, of which there is a negligible volume right through the speed range.

### Lights

With driving controls at a minimum, the facia and curved panel immediately below it are well laid out. The driving lights are controlled by a combination switch on the left side. The head lamps have a good range and both sides of the road are well lit. Dipping is by a foot-operated switch below the parking brake and in this position the light is more than sufficient to pick out slower moving traffic and, moreover, does not appear to annoy oncoming vehicles. In addition to the driving lights, the combination switch controls a map light, above the radio, and, on being given another turn, operates a rheostat in circuit with the instrument lighting for adjustment of its brilliance. The Drive position indicator of the transmission selector lever, immediately under the steering wheel, is also illuminated at night. The interior of the car is very brightly lit by a roof lamp which comes on when any of the doors are opened, and this lamp also has an overriding switch. Self-cancelling flashing indicators are used and the horns have a powerful note in keeping with the appearance of the car. An electric clock is supplied, which on the car tested had an awkward hand-setting action.

Like the front seat, that in the rear compartment is most comfortable; deeply upholstered, it has a folding central arm rest and there is ample leg room. The upholstery is an attractive nylon lustre material with cloth-covered head rolls. The whole of the interior is very well finished, the lower halves of the doors being lined with cloth, and there is heavy carpeting on the floor. Apart from



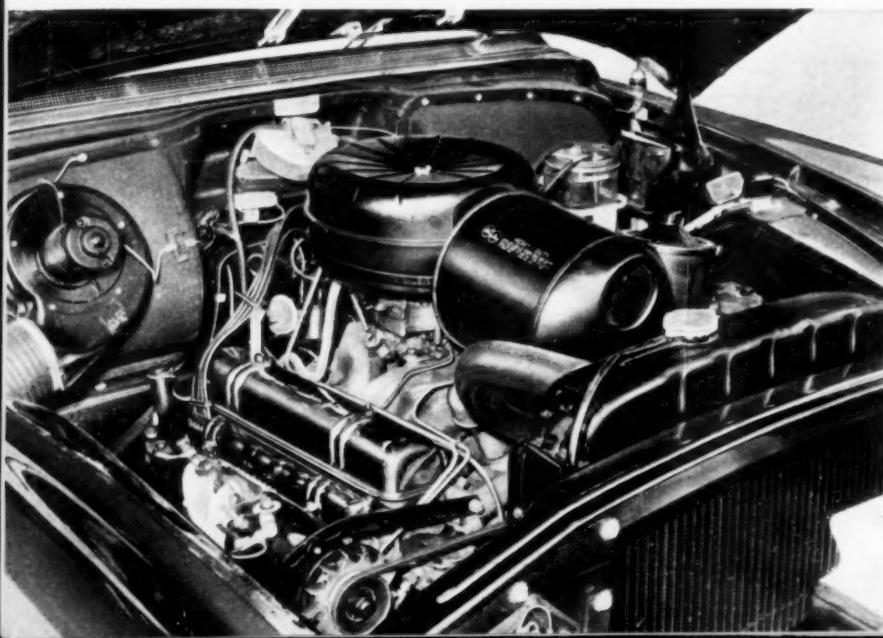
A luggage locker of immense though somewhat irregular proportions is lined with heavy quality material and is partly occupied by the spare wheel. The locker lid is balanced and when the side lights are switched on a light comes on to illuminate the interior. There is no special stowage for the jack and combined jack handle and wheel nut spanner. The number plate is illuminated by lamps in the bumper overriders.

a facia glove box, which has a lockable lid, there is no provision for stowing maps or such items as are usually kept in a car.

The built-in heating and ventilation system is most complete and effective. Fresh air is drawn in through a grille running the whole width of, and just below, the windscreen. One heater unit is placed below the front seat and there is another beneath the right-hand side of the facia. Both have independently operated fans with switches on the facia, and air temperature can be controlled for both summer and winter conditions. Hot air can also be directed through vents on to the windscreen for defrosting. Further aids to ventilation are opening rear quarter lights and small panels in each front door, which have separate winding handles and a securing catch.

The large one-piece bonnet is hinged at the rear and is held open by counter-balance springs. The release catch is operated by a rather flimsy handle reached above the air intake grille. In spite of the springs, the bonnet, which is lined with a thick anti-noise material, requires some considerable effort to lift. Nearly the whole of the available space is filled with the big V-eight engine and its auxiliaries. Engine oil and transmission oil dipsticks are located on the right-hand side and are easy to reach. The hydraulic pump for the steering gear, also the dynamo, are driven by thin section V-belts from the front of the crankshaft. The ignition distributor, mounted at the back of the engine close to the bulkhead, is not too easy of access, but a car of this character is not designed for owner-maintenance. 16 points require lubrication every 1,000 miles, the majority of these being on the front suspension.

The Buick Roadmaster is a fine example of a quality American car, which, incidentally, has been particularly well received in its own country; in its sphere it fulfils admirably its function of taking a number of people and their belongings long distances without fuss.



The under-bonnet space is well filled. General finish is good, the rocker gear and sparking plug covers of the V-eight engine are plated and the dynamo drive belt is easy to adjust. The engine oil filler to the left of the radiator top hose could be a little larger with advantage. In front of the right-hand cylinder bank are the screen wiper vacuum pump and fuel pump units. There is a separate dipstick for the oil level of the hydraulic transmission.

# STANDARD'S HIGH-SPEED DIESEL ENGINE

To house the diesel engine the front cross-member of the Standard Vanguard frame is modified. The two flexible pipes seen below the steering column connect with the engine oil filter, which is mounted on the bulkhead. The front of the timing chain case is covered with sound-deadening material.



## ADAPTATION FROM TRACTOR PRACTICE FOR ROAD VEHICLE USE

**DIESEL** engines have enjoyed popularity for many years as commercial vehicle prime movers. More recently their use has been extended to cars by some Continental manufacturers (Borgward, Fiat and Mercedes-Benz) and diesel engines have been used in cars of similar basic design to that of certain petrol-driven models produced by those companies. The Standard company's engine emphasizes the extreme versatility of the basic design conceived several years ago for the Vanguard and Ferguson tractor, as the high-speed diesel engine, recently applied in a similar way in the car field, closely approximates in basic design to the low-speed engine used for the diesel version of the tractor.

Similar in design to the tractor diesel engine crankcase, the basic casting for the high-speed diesel is quite different from that used on the Vanguard petrol engine. For road use the weight of the unit must be kept to a minimum, yet structural rigidity is of extreme importance; this is achieved by extending the crankcase walls down for a distance of 5in below the crankshaft centre line to form a very stiff basic structure, the lower portion of the chamber being divided into two compartments by the centre bearing web. If normal bearing housings were used, with the bores for the shells machined directly into the crankcase, it would be necessary to fit normal bearing caps, which would reduce the stiffness as it would be necessary to cut through the bottom of the webs in order to assemble the unit.

To overcome this, circular bearing housings are attached to the centre and rear main bearings and these fit in 6½in holes in the crank chamber. A flanged one-piece bearing housing supports the

front of the crankshaft and is bolted to the front face of the block. This method of construction results in a rigid structure, as the crankcase casting completely encircles the main bearings and eliminates the use of special packing plates to seal the ends of the crank chamber and form an oil-tight sump joint. The rear main bearing housing is also flanged and bolted to the rear face of the crank chamber; the bolts also hold the cast iron housing which carries the light alloy oil return scroll. The centre bearing housing is held in place by cross bolts.

### Cylinder Arrangements

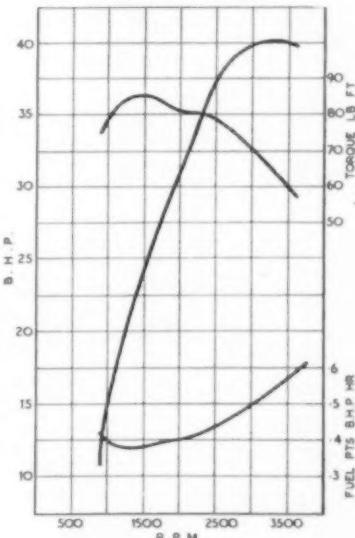
Compared with the Vanguard petrol engine the top part of the cylinder block is also quite different; the petrol engine uses wet cylinder liners, but dry slip-fit liners are used for the diesel. There is no water space between the pairs of bores, although the water jacket extends well below the bottom ring groove when the piston is on bottom dead centre. The manganese molybdenum crankshaft is supported in lead-indium faced main bearings. The journals are 2½in in diameter with an effective length of 1½in for the front and rear bearings, while the centre bearing is 1.6in long. End location is taken by the rear bearing, which has white metal split thrust washers which fit in recesses machined in the two-piece bearing housing. The thrust faces operate against flanges machined on the crankshaft, and, consequently, no adjustment for end float is provided.

Like the main bearings the big-end bearings are also steel-backed lead bronze with a lead-indium bearing surface. The crankpins are of 2.3in diameter and have an effective length of 1in. The connect-

ing rods are also produced from manganese molybdenum and are very stiff; the centre web is thickened locally to enable an oil hole to be drilled to lubricate the little-end bush. The 1in diameter fully floating gudgeon pin is located in the piston by circlips.

The light alloy solid skirt pistons carry four rings. To reduce wear the top compression ring is chromium plated. Second and third rings are taper faced, and below these is a solid scraper ring. Brivadium slip-fit liners are held in place by means

Performance characteristics of the diesel engine tuned for car use.



## STANDARD'S HIGH-SPEED DIESEL ENGINE

continued

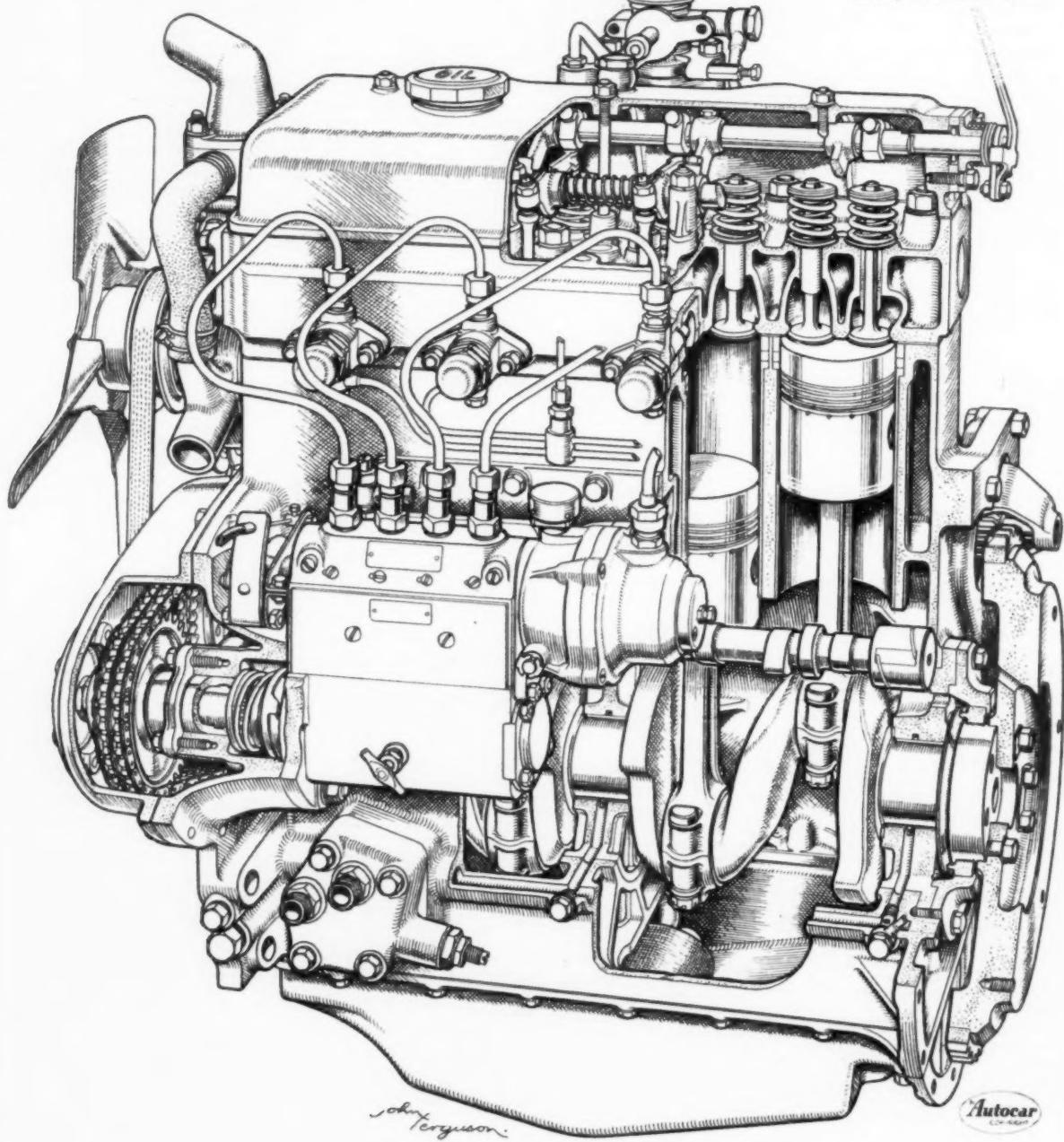
of a flange which is clamped to the recessed portion at the top of the cylinder block, a small copper ring, 0.012in thick, being placed between the block and liner to form a seal.

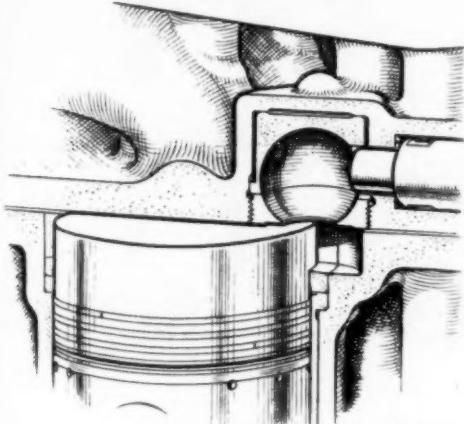
Because of the special nature of the diesel combustion chamber it is necessary to place the top ring a considerable distance down from the top of the piston face (5in), and therefore it is necessary to prevent carbon from forming around the periphery of the piston above the top ring, as this would cause damage to the bores. This has been achieved by using a taper-bored ring on top of the cylinder liner, below the C-ring which forms part of the air cell and communicating passage from the top of the cylinder to the spherical combustion chamber. The smallest

diameter of this taper ring is approximately 0.01in less than the diameter of the cylinder bore, and thus, on the downward stroke any carbon would be removed. The top face of this chromium iron ring—or lower cylinder insert as it is called—is machined at an angle of five degrees;

this mates with the bevelled lower face of the top C-shaped insert. As the cylinder head is tightened down the action of the tapers tends to open the C-ring and hold it against the cylinder bore. Without this taper arrangement there might be some tendency for the ring to collapse. A

The fundamental diesel difference of fuel supply can be clearly seen from this cutaway drawing. A chain-driven injector pump supplies fuel through four pipes to the individual nozzles. The mixture is fired by compression in the spherical combustion chambers, expanding outwards above the pistons. Only air enters through the intake valves.





The spherical combustion chamber is inserted into the cylinder head. There is an air space between the top portion of the chamber and the head to prevent over-cooling.

dowel is provided to locate the C-ring relative to the air cell in the right-hand side of the block. This cell communicates with the main spherical portion of the Freeman-Sanders combustion chamber in the cylinder head.

The chamber itself is made from mild steel with the inner surface nickel plated; it is produced in two pieces, the upper near-hemisphere being located in the cylinder head by raised rings at the top and sides and the lower screwed in with the help of lugs which are afterwards machined off flat. Thus the top is partially spaced from the cylinder head, avoiding excessive cooling which might occur if the whole chamber wall were in contact with the water-cooled head. A cross-drilling through the top half of the chamber is provided to accommodate the injector nozzle.

Because of the required high compression ratio (17 to 1) and the arrangement of the combustion chamber, the lower face of the cylinder head around the valves is flat. The valves are in line fore and aft and are operated by push rods and rockers in the normal way. Two springs are provided per valve and there is a hand-operated decompressor to open the exhaust valves to assist starting. The clearance between the decompressor cams and the rockers is arranged so that No. 4 cam does not contact the rocker when the decompression lever is placed in the first of two positions. When the lever is placed in the second position decompression occurs on all cylinders. This system is employed to aid starting and to reduce load on the electric starter.

#### Cam Profiles

So far the general layout of the high-speed engine is very similar to that of the tractor engine. The camshaft, however, is quite different, and for the high-speed engine the cam profiles are similar to those used in the Vanguard petrol engine. A duplex chain transmits the drive from the front of the crankshaft to the camshaft and the injector pump. A spring-loaded coupling with three dogs is placed in the injector pump drive so that the pump is disconnected if the engine runs backwards, and the arrangement of the dogs is such that they can be re-engaged in only one position; the pump timing is thus unaffected.

The Hoborn-Eaton oil pump is gear-driven from the crankshaft. It collects oil midway along the sump and pumps it through an adaptor plate on the left side of the crankcase via a flexible pipe to the full-flow filter mounted on the inner wing valance of the car. After passing through the filter it returns to the adaptor plate by another flexible pipe, then into the main gallery which runs low down along the left crankcase wall.

Cross-drillings connect the main gallery with angular grooves machined in the main bearing housings; these feed the main journals by drillings in the bearing shells, and cross-drillings in the crankshaft enable the lubricant to pass to the crankpins. The little-end bearings are fed via drillings in the connecting rods. The camshaft bearings are fed by further drillings which connect with the oil grooves in the main bearing housings. Lubricant is conveyed to the overhead valve gear via a vertical drilling in the rear of the cylinder block which connects with the rear camshaft bearing; the supply of lubricant is thence metered by a flat machined on the bearing surface. Oil for the timing chain is provided by a small bleed pipe from the front main bearing and front camshaft bearing supply.

#### Cooling

Cooling is very straightforward. Coolant from the water pump (mounted on the cylinder block) passes back through the water jackets around the bores—no water tube is fitted—and after circulating through the cylinder block it passes up through eleven holes in the block face, into the cylinder head and out through the front outlet, which also houses the thermostat. An electrically operated thermometer is used, taking temperatures close to the thermostat.

It is necessary to control the quantity of fuel supplied to a diesel to very fine limits, and for the injector units to function correctly the fuel supply must be free from foreign matter that might cause either a complete or a partial blockage. Consequently, it is necessary to provide a much more comprehensive fuel filter system than that used in a petrol engine. On the Standard high-speed diesel engine

fuel from the tank is pumped through a Purolator paper cartridge filter by an AC mechanical pump driven from the engine camshaft. The injector pump distributes it through four pipes of equal length to the nozzles. The working pump pressure is 1,764 lb per sq in. Any air bubbles must also be removed from the supply line, so a bleed pipe from the top of the filter back to the tank ensures that there is a constant flow back to the tank from the highest part of the fuel system. Excess fuel from the injectors also uses this return pipe.

To provide the necessary fine degree of timing adjustment between the injector pump shaft and the chain drive, a double-splined ring is used vernier fashion, the outer splines engaging with the chain wheel, the inner splines, of different pitch, the pump drive shaft. Moreover, the pump casing has a spigoted mounting and is attached by three bolts so that the timing can be finally adjusted by rotating the pump casing.

If the components in a diesel engine are not to be unduly massive it is necessary to fit an engine governor to prevent over-revving. On the Standard unit a pneumatic governor is used to regulate fuel supply according to manifold depression. This is obtained via a small pipe tapped into the air intake manifold just below the butterfly valve operated by the throttle pedal.

Although there is virtually no difference in the outward appearance of a Standard Vanguard when a diesel power unit is fitted, it is necessary to use a modified chassis. The front cross-member is placed farther forward so that the steering box and slave lever are mounted through the member and not attached to the front of it. In consequence, it is not possible to fit a diesel power unit in an existing Vanguard chassis.

#### SPECIFICATION

4 cyl, 80.96 x 101.6 mm, 2,092 c.c. Compression ratio 17 to 1. 40 b.h.p. at 3,000 r.p.m. Maximum torque 85 lb ft at 1,500 r.p.m. Firing order 1, 3, 4, 2. Overhead valves operated by push rods and rockers. Spherical combustion chambers. C.A.V. injector pump. Pneumatic governor.

To power the starter motor two large 6-volt batteries are used. One is mounted behind the engine, and the other, which is connected in series, is placed towards the rear of the left wing valance.



*In Defence of . . .*

# THE PROVERBIAL DITHERER

*Sympathy, not Prejudice, from the Lords  
of the Highway, Please*

By SHIRLEY CARPENTER

THE story of Emily Bright may be a stale music-hall joke, but one must admit, if grudgingly, that it has a basis of truth. Emily Bright, you will remember, met an untimely end by putting out her left hand and turning to the right. A ditherer on the road is almost invariably a female ditherer. It is not so much inconsistency, for a woman is conscientious and methodical in her actions; the inherent fault is inability to make a decision.

Shall she pass? She might be able to, edge out a little; an indignant hoot from behind and the car jerks back into convoy. Try again—yes, it is clear now. A determined shoe clamps on to the throttle and she spouts sideways, to brake sharply a few seconds later in the face of a lorry.



"... a car excites immediate antagonism in her . . ."

The few moments of hesitation have lost her the opportunity. Most women suffer tortures over making a decision, and the woman motorist is no exception.

The basic attitude of Emily Bright to a car is different from a man's. Like the serpent, a car excites immediate antagonism in her; she looks on it as a means of getting around, a thing to be feared, which has to be mastered or it will get the better of her. Yet women have demonstrated over the years that they are by no means lacking in moral courage. Joan of Arc, Florence Nightingale, Madame Curie—were they cowards? Why should she be frightened of driving? It is a fear of the unknown, of a mechanism she does not understand; an insecurity which leads to over-cautiousness, as much a danger as recklessness.

A man makes a friend of his car; he can picture the mechanical result of every movement of a control; he trusts its capabilities and understands its limitations. In most cases the car Emily drives does not belong to her. At the best it is a joint possession, but always she has to answer for any mistake to an obsessively proud owner. She is expected to crash the gears, and therefore does so, drawing forth the appropriate resigned comment. The engine starts labouring on a hill; she changes gear because she has been told to, not from instinct.

A learner can be taught to drive well only by a stranger and the proportion of women who submit to tuition by relatives or friends is far too high. The "near and dear" have not the patience of trained instructors; they expect



"... she is expected to crash the gears . . ."

poor Emily to emulate in a few hours the skill which they have acquired over years, and which they themselves may have learned at a driving school. They shout at her if anything unexpected happens, and then wonder why she gets flustered and loses her head. There is rarely as much opportunity for a woman to practise as a man, and it is only experience that makes a steady, balanced driver.

Then there is the purely physical reason of size. A lot of women are too small to drive comfortably in the normal saloon car. There is the factor, too, of high-heeled shoes, not the best leverage for a sensitive control of clutch and throttle.

Of the qualities which go to make a good driver—quick reaction, an even temper, courage, ability to make decisions and mechanical knowledge—most women lack only the last two. But all men have not all these qualities; yet on the whole men make better drivers.

In addition, women have, to a remarkable degree, the quality of patience and a quickness of calculation often lacking in a man. They have a more adult outlook on life, which is perhaps a disadvantage; a childish enthusiasm for the "works" might make them better drivers. During the war deft female fingers were found invaluable in the munition factories; why should they not be suited to the operation of sensitive car controls?

Emily can keep her temper too. After an interchange of wing paint with the car next door, she would never get out, slam the door, and start a heated argument with the other driver over who was to blame. She has no difficulty in obeying the Highway Code's injunction not to enter into a spirit of competition on the road. While Mr. Bright would gnash his teeth at "that little blighter passing us," she calmly cruises on at her own speed.

Why, then, is Emily a proverbial menace at the wheel? Perhaps she is so used to being called Emily that she unconsciously lives up to her reputation. Given a patient, understanding husband and plenty of practice, there is no reason why she should not at least equal the ability of the average male driver.

"... a heated argument with the other driver . . ."





*...take a BENTLEY  
into partnership*

*For safety, reliability, speed and comfort*

# DUNLOP

**DUNLOP FORT** with the Gold Seal. Unequalled anywhere in strength, durability, performance.

**DUNLOP** with the Gold Seal. Best-ever standard road tyre, offering high performance at moderate cost.

**CUSHION TYPE** with the Gold Seal. Lower pressure running for extra comfort. 'Dunlop' and Dunlop 'Fort' types.



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**SPORTS**—designed and built to provide the extra traction necessary in sports-event conditions.

**TRAKGRIP**—a tyre that has been developed specially for cross-country driving.

**WHITE SIDEWALL**—the tyre that adds elegance and distinction to your car. In Dunlop 'Fort' and 'Dunlop' patterns.

**R.K.3**—the dual-purpose tyre. Built for trouble-free service both on and off the road.

*The tyre for YOUR kind of motoring!*

# WHITE SIDEWALL TYRES BOOM IN POPULARITY

## WHAT MAKES A TYRE WEAR OUT TOO FAST?

Today's driver is able to travel faster than ever before—speed means increased tyre wear. In other words, if you let your car have its head you must expect to pay the price in faster tyre wear.

### *Chief Causes*

The most important thing to remember is that fast cornering and fast travel over rough roads—both more tempting with modern suspension systems—punish tyres severely. For example, if two identical cars take the same corner, one moving 10% faster than the other, the quicker car's tyre treads are worn away *twice as fast* during the act of cornering.

An investigation, involving the analysis of road dust picked up on a straight stretch and on a bend, revealed *eight times as much rubber in the sample collected from the corner*. A fast car, cornering continuously at 60 m.p.h. can wear out a set of tyres in the time it takes to clock 300 miles!

Of course fast cornering is not the only cause of rapid tyre wear. Fierce braking . . . misaligned wheels . . . long spells of dry weather . . . all these can cut down the number of miles in your tyres.

### *Useful tips*

Remember then, if you want most mileage:

- Take it easy on corners.
- Don't make a habit of driving your car to its limit.
- Check wheel alignment every 5,000 miles.
- Watch your braking.
- Switch the position of your tyres round the car.
- Work out—and adhere to—a regular tyre maintenance system.

## **Motorists' choice for elegance and distinction**

Tyres with white sidewalls, once regarded by motorists in this country as an entirely North American notion, are fast gathering favour throughout Britain. Next time you're on the road notice how many you see—more still if you run across a Rally or Concours d'Elegance.

Nothing adds so much elegance and such rare distinction to the modern well-groomed car—open or closed, large or small—as these superbly distinguished tyres. And if a car is finished in one of the new colours, white sidewall tyres complete a fine picture.



The new tyres—whose sidewalls are pure white rubber—are available in Dunlop Fort and Dunlop types and in most of the popular sizes.

## HERE'S ONE SHOCK YOU WON'T GET...

There's more than one kind of shock and more than one kind of electric shock. The kind you won't get if you drive on Dunlop car tyres, is a shock caused by static electricity—the shock you might have had when you were the first to touch a vehicle returned from a journey over dry smooth roads. Dunlop car tyres are *non-static*. This means that they are made from special rubber which doesn't build up a high enough voltage to give you a shock. It also prevents those mysterious punctures from no obvious cause, which are known as 'ozone' punctures.

## STOP PRESS

Successes at Silverstone International "Daily Express" Trophy Meeting further proof Dunlop first choice for track and road.



**NOW**—from Britain's Newest Refinery



★ **DOUBLE POWERED**

# NEW Mobilgas Special

\* **POWERED** in Britain's  
only thermofor catalytic  
cracking unit—for high  
octane and energy value

\* **POWERED** by the  
most effective combination  
of chemical additives  
ever put into petrol

At Coryton, Britain's only thermofor catalytic cracking unit has now come into production. It is making the exceptionally high quality petrol stocks that are now blended into New Mobilgas Special—the most complete petrol ever offered to British motorists. These petrol stocks themselves provide exceptional anti-knock and energy values. In New Mobilgas Special they are reinforced by a complete range of new chemical additives, to give your car, over the wide range of operating conditions, better performance and greater economy regardless of its age or make.

Before the formula of New Mobilgas Special was finally decided, Vacuum engineers, helped by a patented cathode-ray engine analyser, made exhaustive road tests to find out the exact petrol needs of British cars large and small, new and old, of many makes. These tests helped to determine what combination of additives would be most effective for the engine of your car.

So there are three big reasons for the better, more economical motoring that New Mobilgas Special gives you: the excellent anti-knock and energy values of the petrol stocks from Britain's only thermofor catalytic cracking unit; the most effective combination of additives ever put into petrol; and a balanced formula which has been carefully designed for you—to give you more motoring benefits than any other petrol.



#### How New Mobilgas Special will improve YOUR car's performance—regardless of its age or make

- 1 Most miles from each gallon—because of the high anti-knock and energy values of the petrol stocks from Vacuum's unique thermofor catalytic cracking unit.
- 2 Eliminates power loss and damage caused by pinking—by providing the high anti-knock value required for smooth combustion and knock-free power.
- 3 Prevents pre-ignition caused by glowing engine deposits—a new chemical additive prevents the deposits from glowing, eliminates the knock and uneven running that pre-ignition causes.
- 4 Sparking plugs fire better—because the same new additive reduces plug fouling, and adds thousands of miles to useful plug-life.
- 5 ON COLD DAYS—corrects slow starting, engine spluttering and sluggish operation—by quicker vaporizing for instant starting, least use of choke and smoothest acceleration.
- 6 ON COOL HUMID DAYS—corrects power loss and stalling—an exclusive additive prevents ice (often formed by evaporative heat loss in the carburettors of most cars in Britain) from suffocating engines idling at traffic stops before they are properly warmed up.
- 7 ON HOT DAYS—corrects hard starting, stalling, and power loss—because improved refinery blending reduces the formation of hot-weather gas bubbles in
- fuel systems, and so prevents fuel-starvation.
- 8 Saves the power and petrol that gumming can waste—a further combination of additives prevents gumming of carburettor parts and inlet valves.
- 9 Prevents fuel-tank rusting—another exclusive new chemical additive prevents the rusting of petrol tanks by condensation—and so prevents particles of rust clogging carburettor jets.
- 10 Preserves engine tune—exhaustive road testing has shown that New Mobilgas Special keeps modern high-compression engines at peak performance longer—and corrects more troubles on older cars than any other petrol.

No other petrol gives YOU all these benefits

**THERE'S A TUNE UP IN EVERY TANKFUL!**

## INTERESTING NEW COMPETITION CARS

This three-quarter rear view of the new Kieft gives a good impression of its clean lines and low build; the Fibreglass body is still unpainted, and the windshield not yet fitted.



# 1,100 c.c. Kieft For Le Mans

New Small Sports Car With Overhead Camshaft Coventry Climax Engine

**I**N the course of the last few years the firm of Kieft Cars, Ltd. has come much into the news as constructors of sports and formula 3 racing cars. The formula 3 design with which Stirling Moss scored many successes in the 1951 season, and with which Don Parker became almost invincible in that keenly contested class in 1952 and 1953, set something of a fashion, with its swing-axle rear suspension, which has resulted in the subsequent appearance of several similar designs from other sources. In the sports car field, the Kieft-M.G. 1½-litre and Kieft-Bristol 2-litre cars have performed well in the last 18 months, being notable for their use of a central driving position. The firm, which is now situated in premises in Derry Street, Wolverhampton, Staffordshire, is currently engaged in the design and manufacture of a formula 1 racing car which will use the Coventry Climax V-eight 2½-litre engine, fully described in *The Autocar* of August 7, 1953.

For this year's Le Mans 24-hour race, two Kieft sports cars have been entered in the 1,100 c.c. class. One of these (to be driven by A. P. Hitchings and G. Trouis) is fitted with an M.G. engine of 1,086 c.c. capacity, while the second (the prototype of a new design) uses a new 1,098 c.c. Coventry Climax engine based on a well-tried industrial power unit and described on the following pages. This car will be driven at Le Mans by Alan Rippin and W. B. Black.

The basis of the new car is a simple tubular chassis frame, consisting of two parallel steel tubes, 3in diameter by 16 s.w.g., with three main cross-members of the same material. At the front, a suspension-carrying box is built up of smaller-diameter tubes gusseted with 18 s.w.g. steel plates, the whole being welded together to form a rigid structure.

The independent front suspension is by double wishbones and coil springs. The wishbones are all fabricated from steel tube, the lower ones being of greater span and throw than the upper; the suspension and steering geometry are the same as those of the successful formula 3 car. The wishbones are forked at their outer ends to receive the stub axle pivoting thereon on bronze bushes. The lower wishbones incorporate fabricated sheet steel mountings at their outer ends which also project inward to carry the lower ends of the Girling combined damper and coil spring units; the upper ends of these units are pivoted in mountings which form part of the suspension box. Each stub axle carries a plain alloy brake back plate, the upper pair of the four securing bolts also retaining the fabricated steel steering arm. A Morris Minor rack and pinion steering mechanism is used with suitable short track rods; 2½ turns of the wheel take the steering from lock to lock.

At the rear independent suspension is also employed. The cast alloy final drive casing is mounted on the chassis by steel sheet brackets, suitably flanged and drilled, which are welded to the main chassis tubes; small tubular cross-members brace the latter together just before and behind the brackets.

A single transverse leaf spring is bolted to the top of the final drive casing, the suspension being completed by a lower wishbone on each side (of similar construction to those at the front) and cast alloy hub carriers pivoted in the outer ends.

The engine is mounted vertically and laterally central in the chassis, but the offset cover over the overhead camshaft gives an impression of inclination. The induction manifold, battery position and rack and pinion steering are all visible in this under-bonnet view.

of spring and wishbones. The wheelbase is 7ft 6in, and the track 3ft 10in at both front and rear. Total suspension deflections of 4½in at the front and 4in at the rear are catered for in the design.

The drive is taken from the back of the engine through a short Hardy-Spicer universally jointed shaft to the Moss gear box, separately mounted in the centre of the chassis. This is a compact four-speed and reverse unit of conventional design, with synchromesh on second, third and top gears. Gear selection is controlled by a short central lever; because of the gear box position, no remote control mechanism is necessary. Another short Hardy-Spicer shaft continues the drive from the back of the gear box to the final drive unit; the nosepiece and gears of this are of E.N.V. manufacture, a hypoid bevel crown wheel and pinion being employed together with a conventional bevel-gear differential. A wide range of alternative ratios is available between 2.8 and 5.1 to 1; it is probable that a ratio of either 3.6 or 3.9 to 1 will be used at Le Mans.

Short stub shafts are splined into either side of the differential and are flanged to carry further short Hardy-Spicer shafts which transmit the drive to the rear hub shafts. There are thus four universally jointed shafts in all, each of which carries a telescopic spline to allow for variations in length; naturally, only the two rear transverse shafts are affected.

### SPECIFICATION

**Engine.**—Coventry Climax, 4 cyl, 72.39 x 66.6 mm (1,098 c.c.). Compression ratio 8.8 to 1. Three-bearing crankshaft. Maximum b.h.p. 72 at 6,400 r.p.m. Single overhead camshaft.

**Clutch.**—Borg and Beck dry single-plate.

**Gear Box.**—Moss; internal ratios: Top 1, third 1.137, second 1.981, and first 3.375 to 1; reverse 3.375 to 1.

**Final Drive.**—Hypoid; alternative ratios between 2.8 and 5.1 to 1. Two-pinion differential.

**Suspension.**—Front: independent by wishbones and coil springs. Rear: independent by transverse leaf springs and lower wishbones.

**Brakes.**—Girling hydraulic. Front, two-leading shoe. Rear, leading and trailing shoe. Drums (front and rear) 11in diameter by 1½in wide.

**Steering.**—Rack and pinion; 2½ turns from lock to lock.

**Wheels and Tyres.**—5.00-15in (front) and 5.50-15 (rear) tyres on 4.00-15 cast light alloy six-stud wheels.

**Electrical Equipment.**—12 volt 51 ampere-hour battery.

**Fuel System.**—15-gallon tank. Mechanical fuel pump.

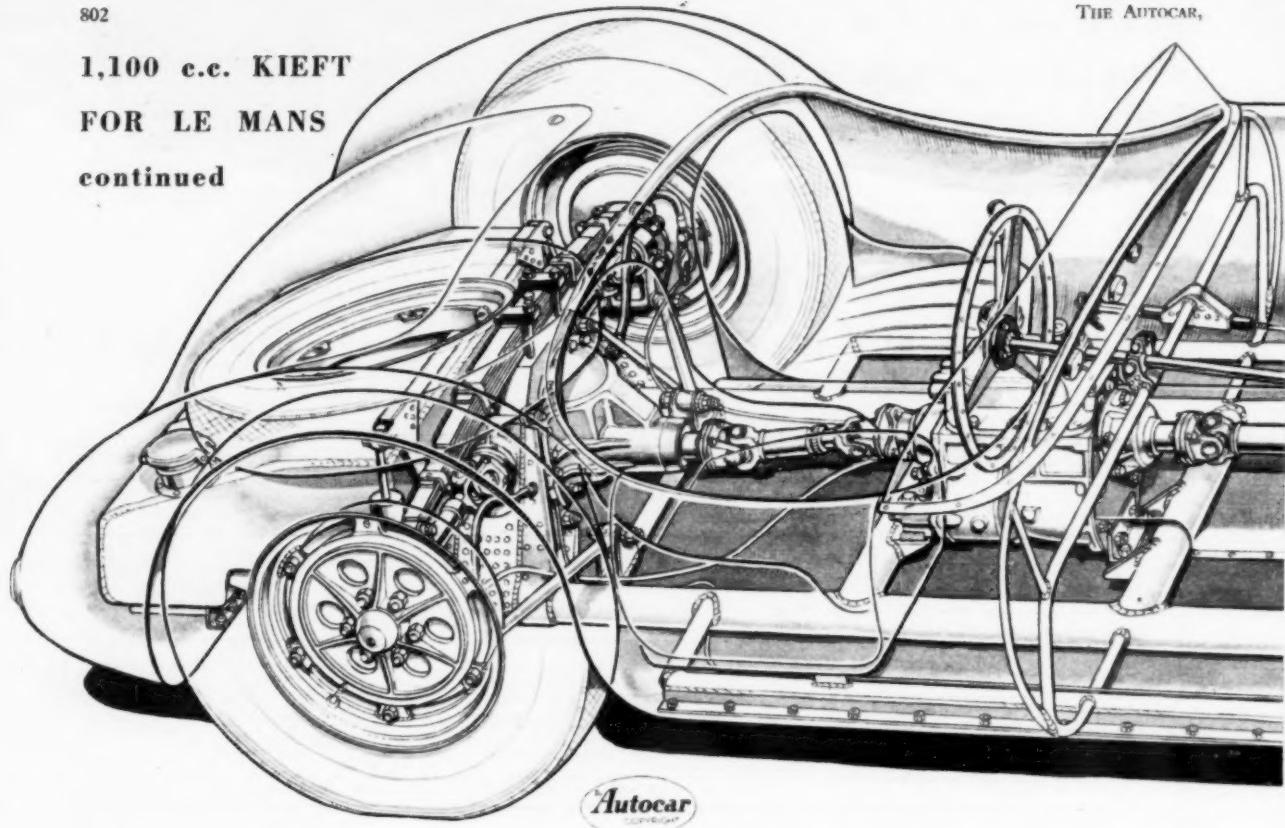
**Main Dimensions.**—Wheelbase 7ft 6in; track 3ft 10in. Weight: 9 to 9½ cwt.



## 1,100 c.c. KIEFT

FOR LE MANS

continued



*Autocar*  
COVENTRY

by the up-and-down movement of the rear wheels.

Subsidiary framing of small-diameter steel tube is welded to the main chassis tubes on each side to form supports for the body and flooring; on the right side this framing also carries the pedal pivots.

This front suspension view shows the construction of wishbones and their pivots, together with the attachment of the combined damper and spring unit and the brake back plate arrangement

The braking system is Girling hydraulic; dual master cylinders are mounted forward of the brake pedal, a slotted balance bar and lateral adjustment being employed to make it possible to vary the ratio of braking between front and rear wheels with the minimum of inconvenience. The brake drums are cast integrally with the light-alloy road wheels, liners forming the working surfaces of the drums; these are of 11in diameter by 1½in wide. Two-leading shoe brakes are fitted at the front, and leading and trailing shoes at the rear; the pistol-grip type hand brake operates through cables on the rear shoes only. The alloy rims (attached to the wheel centres by six studs and nuts) carry Dunlop tyres of 5.00-15in size on the front wheels, 5.50-15 at the rear.

The Coventry Climax engine is supported on four rubber mountings in the

chassis, and a Gallay water radiator is slung in the nose with a forward inclination; a subsidiary oil radiator will probably be fitted in front of that again. The electrical equipment is of Lucas manufacture, a 12-volt system being employed.

A light-alloy fuel tank, of 15 gallons capacity, is slung low down at the rear of the chassis, and the spare wheel is mounted horizontally above it. Two seats are positioned in the orthodox manner (no central driving position in this case), and the good-looking body shell is of Fibreglass. The total dry weight of the car is little more than 9 cwt, and it should have a very lively performance. Its showing at Le Mans will be watched with interest, although it must be remembered that this is the first time out with a completely new design.

## THE NEW COVENTRY CLIMAX ENGINE

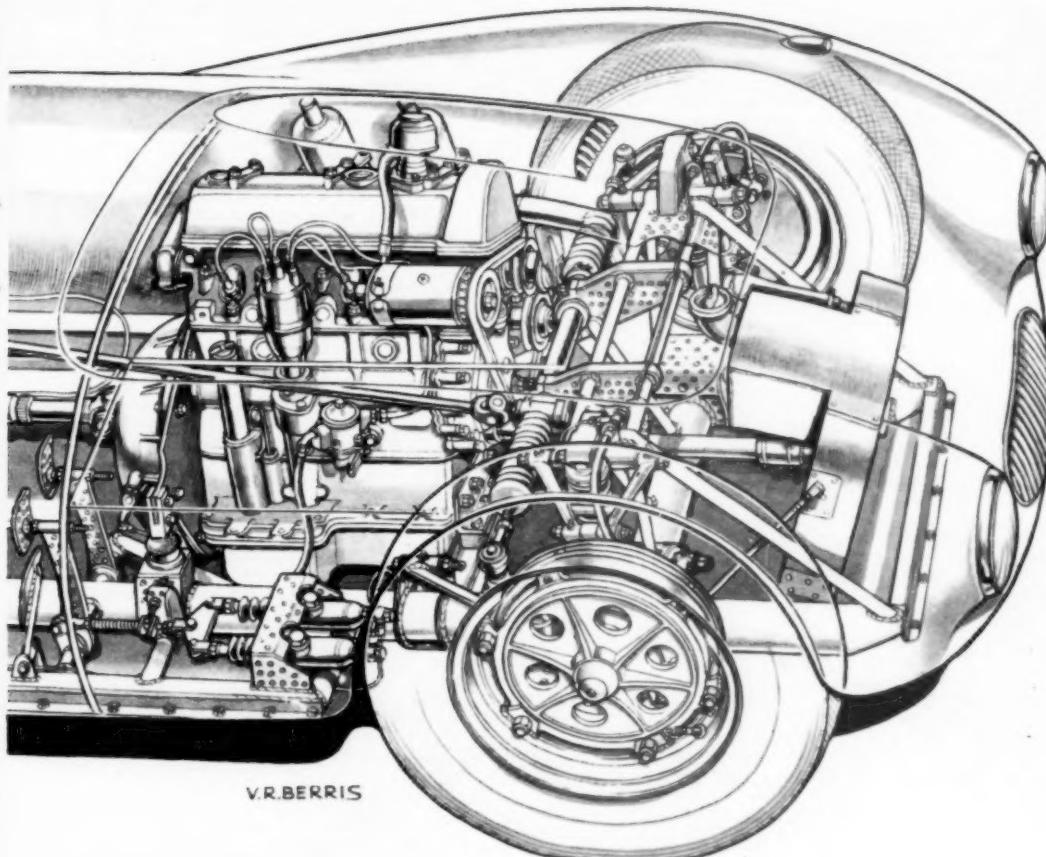
THE old-established firm of Coventry Climax Engines, Ltd., continuing its policy of producing a range of lightweight high-output engines which are suitable for automobile use as well as various industrial applications, has now introduced a 1,100 c.c. four-cylinder power unit which is used in the Kieft and which would appear to be eminently suited to the small sports car field.

This engine is based on a 1,020 c.c. unit which has been in production for some time for use in trailer fire pumps and similar stationary applications. The principal modifications which have been made to suit it for automobile use include boring it out to 1,098 c.c., raising the compression ratio, modifying the induc-

tion and carburation systems, and the use of a steel forged crankshaft in place of the cast iron component previously employed.

The engine is basically of all-aluminium construction, with a single-piece block and crankcase. Easily renewable slip-fit cast-iron liners form the cylinder bores; there are four cylinders, the bore being 72.39 mm and the stroke 66.6 mm, it being therefore an "over-square" engine with a bore-stroke ratio of 1.09 to 1. The forged steel crankshaft is extremely robust, fully counterweighted, and with a large overlap between the main and big-end journals; it is carried in three 2½in diameter by 1in wide main bearings of the steel-backed lead bronze strip variety,





V.R.BERRIS

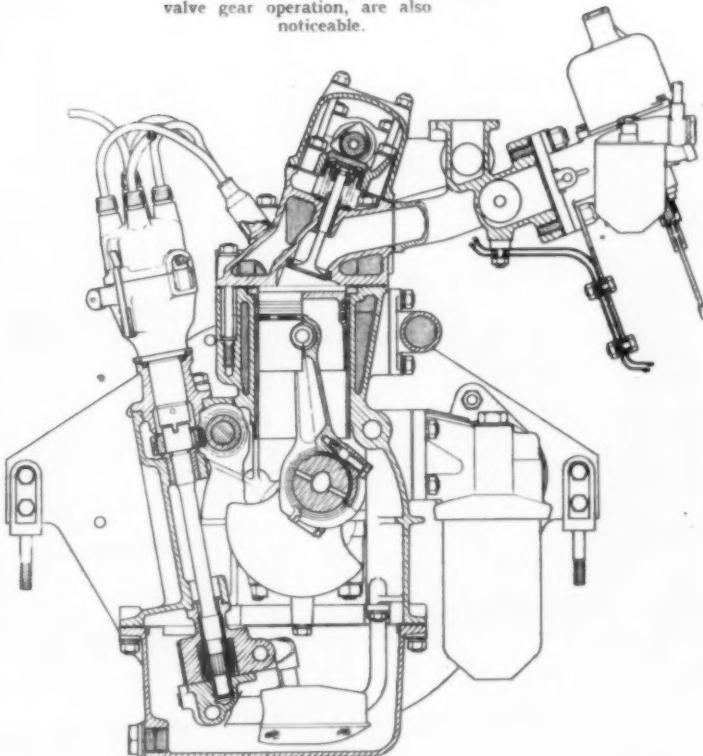
these being interchangeable. The aluminium-alloy pistons carry three rings each (two compression and one scraper, the top ring being chromium plated) and are pivoted on short stiff steel connecting rods. These are split diagonally across the big-end journals (so that they can be withdrawn upward through the cylinder bores) and the big-end caps are located by tongues and grooves; the big-end bearing shells are also of the steel-backed lead bronze strip variety, and the journals are  $1\frac{1}{2}$ in diameter by  $\frac{1}{8}$ in wide. The light steel flywheel carries a Borg and Beck dry single-plate clutch.

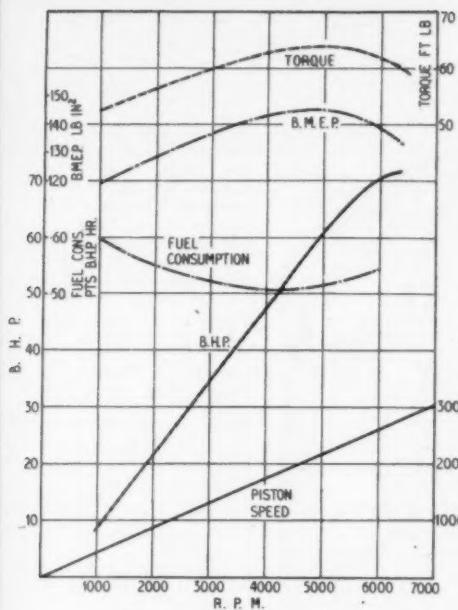
The aluminium cylinder head incorporates wedge-shaped combustion chambers which give a controlled combustion rate. There are two valves per cylinder, the inlet being 1.35in diameter, the exhaust 1.2in, and they slide in cast-iron guides and seat on shrunk-in austenitic iron valve seats. They are positioned in line but inclined laterally, and are operated through inverted piston-type cast-iron tappets (which surround the valve springs) by a single overhead camshaft; adjustment of the tappet clearance is obtained by discs of graduated thickness. The camshaft is carried in three split white-metal bearings.

A steel spur gear on the nose of the crankshaft drives a larger mating gear, made of phenol resin, on an auxiliary shaft; thence a duplex chain and sprockets take the drive up to the camshaft. The gear and sprocket ratios are chosen to provide a "hunting tooth" in each case, to eliminate localized tooth wear. A Weller spring blade tensioner is fitted on the slack side of the chain and a nylon pressure pad on the tension side; this

The simple and effective layout of the main components is clearly indicated. In production form the car will be available with either the Fibreglass body or an aluminium-panelled version, while a hard-top coupé is also contemplated. Light weight and simplicity are the keynotes of the design.

This cross-section of the new Coventry Climax engine emphasizes the stiff crankshaft with its short throws, and the short and robust connecting rods. The porting and shape of the combustion chambers, together with the valve gear operation, are also noticeable.





Performance curves obtained on test of the new engine are very creditable for a 1,100 c.c. unit. The low piston speed engendered by the short stroke is also indicated.

## NEW SMALL SPORTS CAR ENGINE . . . continued

804

material has proved virtually everlasting in this application. Other components driven from the intermediate auxiliary shaft are the oil pump and ignition distributor (through a pair of skew gears) and the fuel pump, through an eccentric cam.

The oil pump is of normal spur gear pattern, but has the relief valve built into the pump body and passing the overflow back into the inlet side; therefore oil is drawn through the floating intake in the sump only in sufficient quantity to feed the bearings—this reduces the likelihood of aeration. The main, big-end and camshaft bearings are all pressure fed, the supply passing through a full-flow filter.

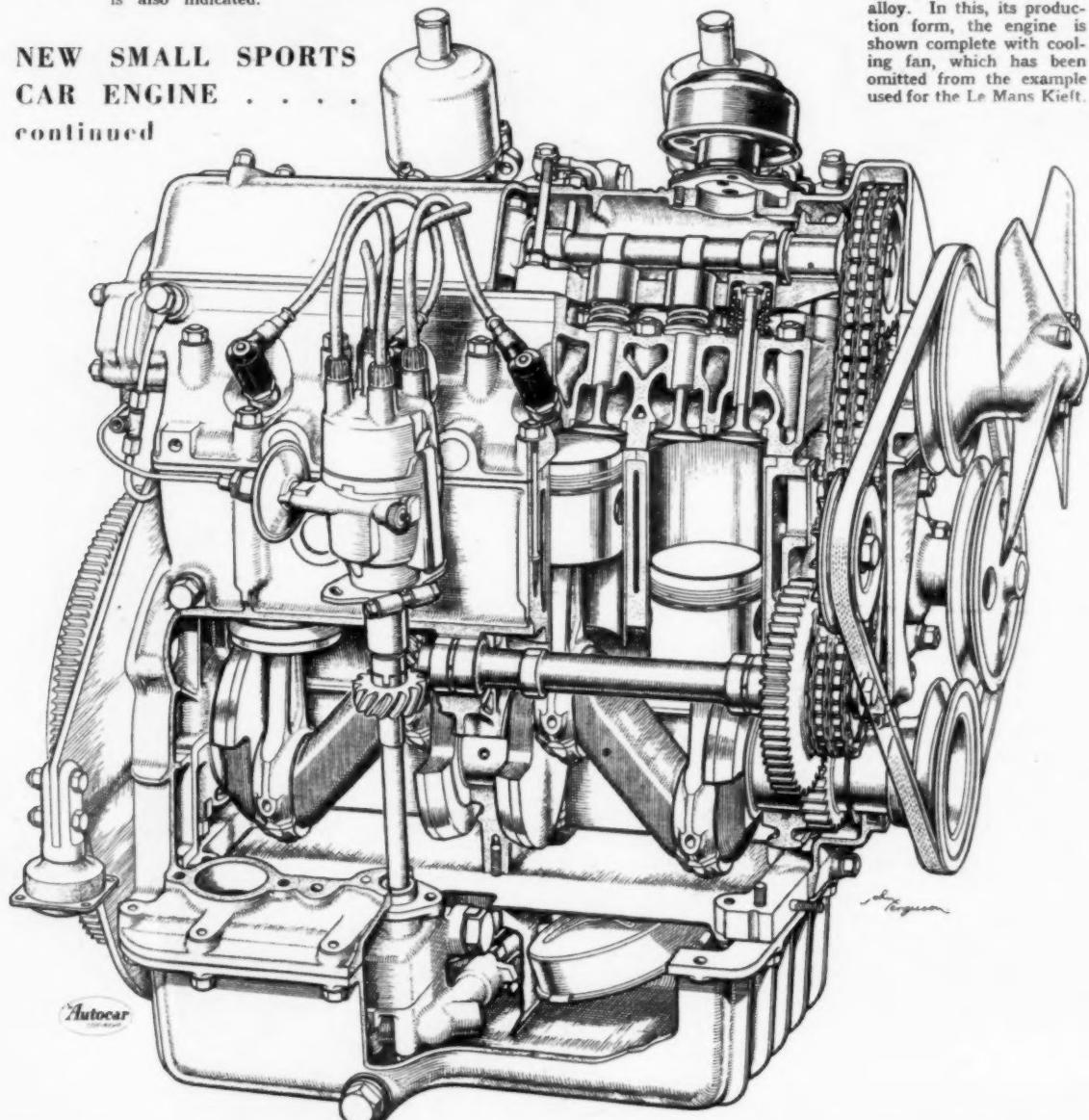
The belt-driven centrifugal water pump supplies a carefully directed high flow of coolant to the valve seats and sparking plug bosses; one 14 mm plug is used per cylinder. The Lucas ignition distributor incorporates a centrifugal automatic advance system, no manual control being provided; for normal production purposes this may be supplemented by a vacuum-operated overriding control to give part-throttle economy. The dynamo and fan

are, as usual, also driven by the water pump V-belt.

Carburation is by two 1½ in bore S.U. semi-down draught instruments, mounted on an aluminium manifold, the casting of which also incorporates the water take-off pipe running along the side of the cylinder head.

It is emphasized by the manufacturers that this engine is a production unit for sports car use; with a compression ratio of 8.8 to 1 it delivers 72 b.h.p. at 6,400 r.p.m., and has the remarkably low weight of 205 lb, complete with all electrical equipment but less clutch. No extra tuning is being carried out on the example fitted to the Kieft chassis for the Le Mans race; the engine will be in its production form except for the omission of the fan. Altogether, it would seem to be a very attractive power unit which may rapidly find favour in the small sports car world.

This complete cutaway drawing of the Coventry Climax 1,100 c.c. engine clearly shows the interesting construction of this new unit, of which the combined cylinder block and crankcase are cast in aluminium alloy. In this, its production form, the engine is shown complete with cooling fan, which has been omitted from the example used for the Le Mans Kieft.





Thatch and whitewash; the village of Stokenham just off A379 near Torcross, in South Devon.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### "Standards of Breakage"

Nothing Else?

[65656.]—I quote from your leading article of May 21 about the new standards for safety glass, in which you refer to broken windscreens as missiles. Your remark is: "Only the eyes, however, are likely to be vulnerable to this danger." The significant word is "only."

G. E. THOMAS,  
Editor, *Motor Trader*.

[Agreed, but the word was used in its strictest sense, and not deprecatingly.—ED.]

### Anti-motorist?

A Noisy and Vicious Minority

[65657.]—I notice from the daily press that the Pedestrians' Association has now suggested, *inter alia*, that a green light be affixed to the front of a car to let pedestrians know that they have been seen by the driver, and I feel that this latest suggestion from the association really is the last straw.

It is appalling to me that the views of this very noisy and vicious minority appear in print with the greatest regularity, while the motoring organizations say not a word in public on the important subject of pedestrian control. The association, further, has the effrontery to circulate local councils with its fantastic suggestions, conceived out of all the malice and envy of which the have-nots are traditionally capable—for this anti-motorist body has no purely selfless motive of road safety at heart—and has intimated that it will be "quite content"

if its suggestions are merely incorporated in the Highway Code. A cunning stroke, this, for it knows that the code influences the law in certain circumstances, and seeks, by this method, to put yet one more responsibility on the driver—that of flashing a light at the pedestrian!

I do think that the two motoring organizations should do something to counter the insidious menace of the self-styled representatives of the pedestrian by an active watch upon their activities; by a refutation of their propaganda as soon as it appears, by demonstrating to the public the biased nature of the suggestions put forward. They should also make it clear that of all the ridiculous outpourings of this body, not one has mentioned any restriction whatever upon the pedestrian.

I feel very strongly that anti-motoring bias is not being given sufficient attention.

T. P. KEENAN.

London, S.E.7.

### Bad Manners

An Organized Example Which, It Is Hoped, Is Isolated

[65658.]—Recently a discreditable incident was brought to my notice.

A farming family in Cumberland was trying to snatch a few hours' rest one Sunday afternoon when, quite suddenly, there was the sound of several cars arriving.

On going out at last, after much noise, the householder was confronted by a total stranger who demanded the name of the house and the hamlet, and declared that he did not want anything else, but was part of the West Cumberland rally on a treasure hunt. Everyone had been given that house as a number and had had to verify its name.

After him came more and more people; they sat outside the house and, on the householder's almost losing his temper, scattered toffee papers and apple cores. They hammered on the doors and peered in at the windows; they walked into the cowsheds and made a lot of noise. What can one do? I think

D

## CORRESPONDENCE

it is infamous that one cannot have a quiet Sunday afternoon without that sort of thing happening.

The above is related almost word for word from a letter from a friend of the householder in question. I consider that incidents such as these can serve only to bring the sport into disrepute, and that, therefore, steps should be taken to see that they do not occur.

I should like to stress that I am an ardent supporter of all aspects of the sport and an habitual reader of *The Autocar*, but I feel very strongly that this distasteful and, I hope, isolated example of bad manners should be brought to the notice of all your readers.

J. P. TURNER JONES.

Alderley Edge, Cheshire.

### Duesenberg

#### No Performance Figures Are Available

[65659.]—With reference to letter [65573], I should like to ask your correspondent about the tests which have showed that any standard model Duesenberg will accelerate from standstill to 100 m.p.h. in 17 seconds.

There have been many statements made about the Duesenberg's amazing acceleration performance but no actual official test data have ever been available.

S. T. B. CRIPPS.

Montreal, Canada.

### Mille Miglia

#### Details of the Aston Martins' Fate

[65660.]—May I be permitted to add a few words to the very excellent account of the Mille Miglia which appeared in your issue of May 7?

The "trouble" experienced by Peter Collins between Ravenna and Pescara consisted of leaving the road at high speed, and resulted in a badly bent de Dion tube. From this point onwards the right-side rear wheel was seriously out of track and had pronounced camber, and the car must have been almost uncontrollable on right-hand corners. In spite of this handicap, and after changing the wheel at the roadside, Collins was still tenth at Pescara and, as you point out, had risen to fifth at Rome. On the Radicofani, where the weather conditions had deteriorated, the inevitable happened and the car slid off the outside of a right-hand bend, falling down a bank some way below the road. It was manhandled back on to the road by spectators, another wheel was changed, and Collins continued, to be sixth into Florence, less than a minute behind Musso and V. Marzotto.

One final point is that the car did not retire after Florence. It was withdrawn at Florence by the writer, who did not consider it was in a safe condition to continue. At no time during the race did either of the Aston Martin cars suffer mechanical trouble, other than accident damage.

Feltham, Middlesex.

J. L. WYER,  
Development Engineer,  
Aston Martin, Ltd.

### "Bristol Fashion"

#### Quite Strikingly Fast?

[65661.]—I was very interested to read the article "Bristol Fashion" in a recent issue of *The Autocar*. However, I was a little surprised to see that a run from London to Paris between breakfast and lunch—although I notice that the Bristol stopped for lunch on the way and did not really get to Paris until 3.30 p.m.!—should be described as "a quite remarkable" and "quite strikingly fast" journey.

Now, I really do think that the credit for such a run is due to the excellent service provided by Silver City Airways, the contribution made by modern motoring being negligible. I say this because, last winter, I undertook a similar journey whilst returning from Switzerland in my 1928 4½-litre Bentley. We arrived in Rheims—which I believe is nearly 20 miles farther from Le Touquet than Paris—pretty late the night before, but decided to have an early breakfast the following morning and start for Le Touquet at a quarter to seven. We found ourselves a little behind schedule at Amiens but stepped up speed and put 63 miles into the next hour, arriving at the airport at 10 a.m., which was the reporting time for the 10.30 ferry.

About an hour and ten minutes later we drove out of the Lympne customs shed and proceeded gently up to London, arriving at about 11.45 a.m., having gained one hour while crossing the Channel.

So it seems that if the Bristol really wanted to be enterprising it might well have taken advantage of the extra hour and driven from Paris to London between breakfast and morning coffee!

continued

On the outward journey the old Bentley left London in the morning, Le Touquet just after noon and spent the night in Switzerland, reaching Basle at about 11.30 p.m. This was despite the gloomy prognostication of seasoned Monte Carlo men about to embark at the airport, who had apparently been "digging their way out all the way from Paris." The last 50 miles or so produced the worst conditions, with a considerable wind whipping powdered snow into quite useful drifts.

The following day we drove to St. Moritz, and despite being loaded up with luggage, including a trunk, four suitcases, two 1 cwt toboggans, two pairs of skis and so on, which gave it an all-up weight of some 2½ tons, the car climbed the 7,500ft Julier Pass in second gear without my bothering to put on chains.

Could a 1954 Continental Bentley do so very much more?  
Nunthorpe, Yorkshire.

KEITH SCHELLENBERG.

[There was no "Is this a record?" intent behind the Bristol's run, which we continue to regard as "quite strikingly fast." The part played by the aircraft was fully appreciated.—ED.]

### Wanted

#### An Early Mercedes-Benz Car or Aero Engine

[65662.]—Our company is interested in the purchase of an old Mercedes-Benz car or aero engine. Naturally, the model should date, at the latest, before 1910.

We should be very grateful if any readers knowing of such a car or aero engine would write to us.

72, Avenue d'Auderghem, SOCIETE ANONYME I.M.A.  
Brussels, Belgium.

### Design

#### Factors Contributing to Road Safety

[65663.]—One of the major factors affecting road safety, and one increasingly forgotten, is the design of the automobile itself.

In reading *The Autocar* Road Tests one sometimes comes across the phrase, "On getting into the car one feels at home straight away" . . . or "this car almost at once gives the driver a feeling of confidence." If road safety is to be improved this feeling must be inspired by all automobiles, and not by the rare one here and there.

I have driven all manner of cars, vintage sports cars, cars of quality, and cars of many types in America and in Europe, but though most of them had some qualities I liked, for that real instantaneous feeling of being at home I shall always remember a 1928 Eighth Series Lancia. This car was 20 years old when I bought it and I covered many thousands of miles in England and on all sorts and conditions of roads in Europe, including mountain passes in the Alps and Pyrenees. At all times I felt completely at home, and, what is more, one of the most discriminating passengers I know always remarked that this car gave the passenger more feeling of comfort and being at ease than almost any other modern car. Why?

First, forward visibility: From the front seats the driver should be able to see clearly both wing and the exact total width of the car, without any straining whatever. There should be no bright chromium parts in his line of vision to cause sudden glares and reflections from the sun; the screen pillars should be as slender as possible so as to avoid sudden blind spots.

Instruments should be designed so that they can be seen with the minimum of movement of the eyes from the road ahead, and the slope of the screen should be such that distracting reflections are not caused. A further small point is the colour of the steering wheel.

Secondly, rearward vision: Here the Americans, led by the famous Loewy Studebaker, have led the field and caused a revolution in the right direction. The large rear window of an increasing number of cars is a vast improvement. However, here again, the placing of mirrors is still often appalling; either one can see backwards in the mirror, but finds it obscures forward vision, or vice versa.

Thirdly, the placing of the controls within the car has a strong bearing on this "feeling at home" in the car. I have already mentioned the placing of instruments; the gear lever, hand brake, seat adjustment control, and of course the pedals and dip switch should all be placed so that the hands or feet reach them with the minimum of movement, and all these controls should be positive and immediate in their action with the minimum of whip or flap. A minor point here is the placing of cigarette lighters and ashtrays. In far too many cars the driver has to reach over the steering wheel to shake the ash into a



# So far... for so little!

28 m.p.g. on the Velox? 33 m.p.g. on the Wyvern? No manufacturer can determine what figures an owner will get. The answer depends on traffic conditions, hills, average speeds—and the driver. But within these variables one constant stands out. The new Vauxhalls, with their brilliant 'square' engines, take you farther on less fuel than other cars of similar size and power.\*

Both Vauxhalls are spacious five to six seaters, and combine economy, speed and safe performance. They are comfortable, easy to drive,

attractive inside and out, and well finished. Maintenance at reasonable cost is assured by Vauxhall nation-wide Square Deal Service. In value for every penny spent, the Velox and Wyvern have no equal. Ask any owner, and then ask your Vauxhall dealer for a demonstration.

★ In R.A.C. observed petrol consumption tests the Velox achieved 28.6 m.p.g. at an average speed of 40.8 m.p.h., the Wyvern 33.4 m.p.g. at an average speed of 30.5 m.p.h.

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## THE 6-CYLINDER VELOX

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Same size body and same modern styling as the Velox. Maximum speed of 70 m.p.h., £495 plus £207.7.6 p.t.

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## CORRESPONDENCE

ridiculously small ashtray, and in doing this I have noticed many drivers wander across the road in an alarming way.

Lastly, in this respect, when and if it does come to an accident or at least a "phenomenal avoidance" the sharp projections inside the car, such as door handles, are a menace; recessed handles, padded areas forward, and properly designed seats, with safety belts in really fast cars, would save numerous broken noses and unnecessary gashes.

But, finally, it is the actual handling of the car and its accurate responsiveness to the controls that make the greatest difference to safety or insecurity in the design of the automobile. I am personally absolutely convinced that a high centre of gravity and soft springing are the greatest menace, and when they are combined with a low-gear steering one has all the bad factors together. Cars of this type are always unsafe, but particularly so in wet weather and on greasy roads, where they tend to get out of control easily, yet by the very fact of their smooth flabbiness they tend to lull the ordinary driver into a false sense of ease and security.

Cars have been made for over half a century now; there have been some which incorporate almost all the features that make for confidence in the driver, and consequently contribute to the safety of the roads. Surely it is time motorists insisted on cars designed for safety and real controllability, in addition to speed, comfort, and elegance?

J. LAWRENCE GREENWOOD.

Paris.

## Carburettor Construction

### The Reason for the S.U. Damper

[65664.]—I have just been reading *The Autocar* "Readers' Service" in the issue of May 21 and should like to comment on one of the questions.

This was in regard to the damping mechanism of the S.U. carburettor. You state that this is to prevent the piston vibrating. The main purpose of this is to prevent the piston suddenly rising to its full height when the throttle is opened wide.

This sudden rise causes a very marked "flat spot" and a great difference is noticeable in the general acceleration of a car if this damper (commonly called the dashpot) is low in oil.

T. LYDDON.

Tolworth, Surrey.

## Wind Noise

### The Deflector That Became a Silencer

[65665.]—Mr. W. G. S. Wike [65611] may be interested to know that I have accidentally, but very effectively, reduced the wind noise caused by the hood of my Morris Minor tourer by fitting an ordinary "bug deflector."

Although its usefulness for keeping the windscreen clean is almost negligible, I have kept it installed for this highly beneficial, but unintentional, effect.

H. NOREL.

London, W.6.

## Yellow Light

### A Convert to the Continental System

[65666.]—From time to time you have published readers' views for and against the use of yellow bulbs. For some time now I have been driving behind a pair of Philips Duplo lamps. Apart from the joy in having available such intense illumination when on full beam, the 30ft throw or dip removes most of the strain when driving into oncoming traffic, whilst the fact that I have never once been "flashed" by other drivers shows how efficient is the upwards cut-off.

So far, I have not had the opportunity of driving in fog with these lights, but the one occasion recently when I had to drive through a patch of low-lying mist gave me the impression of driving on top of the light itself, there being no apparent reflection from the mist. Obviously I am not looking forward to having to drive in thick fog, but I feel confident already that these new lamps will make that task much less onerous than it has been in the past.

P. I. NICHOLSON.

Hatfield, Hertfordshire

## On the Air

### The Silverstone Commentary Criticized

[65667.]—Although I thoroughly enjoyed myself at the B.R.D.C.-*Daily Express* meeting at Silverstone (incidentally, my first visit to that particular circuit), I do feel—and others agree with me—that the standard of commentary leaves much to be desired.

I think that the commentators would do well to pay a visit to

**continued**

Goodwood, where the standard of the continuous commentator is excellent, spectators being kept exceedingly well informed.

On this occasion at Silverstone it was difficult at times to know exactly what was happening; for example, when Birkin and Moss fell by the wayside we heard nothing more of them. Similarly, when anyone pulled into the pits we were not informed of the reason why. A remark such as "It's all right—you can sit back in your seats now," without further explanation, is infuriating to those spectators not in the pit area.

Finally, must we have all that frantic shouting, to clear the track round the pits, broadcast over the entire public address system?

GERALD A. PRINCE.

Burton-on-Trent, Staffordshire.

## Aintree

### Deserving of Nothing But Praise

[65668.]—The B.A.R.C. and the Aintree Automobile Racing Co. are to be congratulated on the most excellent organization of the Aintree *Daily Telegraph* international meeting last Saturday. After the grumbles which have been heard in the past concerning large motor race meetings in this country it is a refreshing change to be able to record that my party, aided by coloured route signs and most efficient police control (with loudspeaker instructions to individual drivers), drove straight into the enclosure in ample time for the first race, were on the main road en route for home within half an hour of entering the car at the finish of the meeting, and, meantime, had been able to buy a programme without having to walk over the entire course looking for the seller. We were able to obtain excellent refreshments with the minimum of waiting; and, best of all, were able to observe a very fine programme of racing at a very modest outlay for the whole party.

Ambleside, Westmorland.

DERRICK A. VARTY.

## Grouses

### Mudguarding and Tyres

[65669.]—Is it not time that designers of cars, coaches and motor cycles paid a little attention to mudguards? If mudguarding really were efficient there would be no need for screen washers and motoring would be generally safer.

Tyres are purely functional. At the last Earls Court Show many good-looking cars were spoiled by their very drab and uninteresting tyres. As a special concession manufacturers are prepared to make the white-walled tyre. Why cannot they supply green for anybody who wants it, or any other colour?

Bramhall, Cheshire.

G. M. HARDMAN.



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# Accessories

## Covered Ashtray

A CHROMIUM plated sliding shutter is fitted over the aperture in a new Barnacle suction ashtray. It opens easily and lightly. The bowl is attached to the suction cup base by bayonet catch, and can be removed for emptying. The



The Barnacle ashtray attached to a ventilating panel. The shutter is closed; it can be rotated to the open position with a fingertip.

makers are Barnacle, Ltd., Barnacle Works, Bensham Lane, Croydon, Surrey, and the price is 14s 1d.

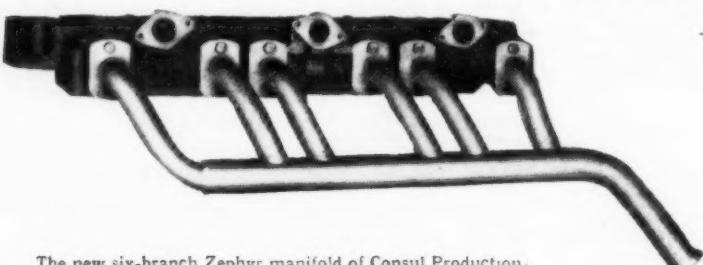
The finish is black or walnut Bakelite, and the shutter is chromium on brass. The construction is strong.

## Zephyr Exhaust Manifold

A SIX-BRANCH exhaust manifold has now been produced for the Ford Zephyr by Consul Productions, Balfour Mews, Bridge Road, Edmonton, London, N.9. It is very similar to the four-branch manifold for the Consul on which a test report appeared in *The Autocar*, December 4, 1953, so it is reasonable to suppose that a corresponding gain in performance would result from its use. Fitting is straightforward, the necessary gaskets and other items being supplied with the manifold. The price is £12 10s.

## New Wax Polish

TWO polishes are now available under the name of Pagoda. They are packed in containers like large toothpaste tubes, and one of them is a cleaner-polish intended for removing oxidized, bloomed surfaces of paint. The other is a paste wax polish and is easy to apply and long lasting. The wax paste is applied lightly and left to dry, and it was found



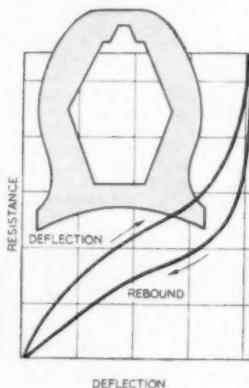
The new six-branch Zephyr manifold of Consul Production.

on test that final polishing could be accomplished with very little physical effort. The resulting finish was a true wax shine with the usual water-repellent qualities. It proved to be long lasting and able to stand up to repeated washing. The price of the cleaner-polish is 2s 3d per tube, and, of the wax polish, the same. The makers are Renham and Romley, Ltd., 10, Canfield Place London, N.W.6.

## Taking the Shock

THE idea is not new of increasing the scope of the small rubber buffers which are used to prevent metal-to-metal contact when a suspension is forced up to its limit of travel. Some pre-1914 cars had a big, thick rubber ring on edge for this purpose, and some modern suspensions bring in a big cone of rubber for the last few inches of travel.

The Aeon rubber spring, new in this country, is hollow, and is moulded into a



Resistance and rebound energy curves for one of the stiffer Aeon rubbers, suited to old-fashioned short travel suspensions. This particular rubber is superimposed, in section, on the graph.

number of different shapes to obtain different performance curves, but the interiors are usually open to the air. On compression, there is first distortion resistance and then actual compression of the rubber. The graph is for a type suited to short travel suspensions on older vehicles. It can be seen that rebound (or bounce) energy output is much less than the deflection force absorbed, and this is because rubber, unlike spring steel, has self-damping properties. There are other types, some suitable for use as springs on their own.

Prices vary, being about £2 to £3 a

pair, and the makers are Aeon Products (London), Ltd., 48, Clifton Gardens, London, N.W.11, who have a questionnaire form which assists them to select the right type for a user's requirements. Some types can, in new designs, be used as springs in lieu of steel.

Tests with an older car on rough roads, and on quite good roads with an overload, were favourable. Audible knocking with the normal small rubbers was changed to silent reception of the axles by the chassis with the Aeon rubbers, when the same stretches were taken at the same speeds, and even at much higher speeds. It would be interesting to make and test an application in which a different type was used to leave the long-travel suspension of a modern saloon initially soft, but to give a more steeply rising resistance so as to improve behaviour when the car was driven and cornered in a spirited manner.

## Dry Plugs

A WATERTIGHT plug cover of toughened, heat-resistant rubber, developed by K.L.G. for racing, has been introduced for general use. It also keeps insulators free of oil and dirt. The waterproof Terminal PR120-2 costs 3s 6d, and is made by K.L.G. Sparking Plugs, Ltd., Cricklewood Works, London, N.W.2.

The price of K.L.G. F100, FE100, M100, ML100 and Ten L100 sports plugs has been reduced from 10s to 7s 6d each. Waterproof versions of the first four are 10s instead of 12s 6d.



The Everard draught deflector, with its universal telescopic mountings, can be attached to horizontal or vertical surfaces.

## Draught Deflector

BESIDES having universal ball joints in its mountings, a new Everard draught deflector has a sliding adjustment between panel and mount. Mounting centres are about 1ft 2in apart, adjustable either way, and the mounts can be to either vertical or horizontal surfaces. The laminated safety glass is held in a strong channel frame with good chromium plating, the fittings also being well plated. Joints are firm. It is claimed that the universal mountings make the fitting applicable to nearly all cars.

The makers are Everard and Co., Ltd., Buckley Works, Bampfield Street, Portslade, Sussex, and the price is £1 19s 6d each.

# One Week to LE MANS

Last Minute Changes in Entry for Great French Race

**T**HE famous French classic sports car race, the 24-hour event on the Sarthe permanent circuit at Le Mans, is now only eight days away, and preparation of the cars is in a few cases complete and in the remainder reaching fever pitch. The latest withdrawals from the original entry list include the official Lancia team of three cars (although one may still take part), the official Austin-Healey team of three cars, and the lone works Allard entry; these naturally let in some more of the reserve entries, and as far as Britain is concerned it now seems that Nigel Mann's Aston Martin and Edgar Wadsworth's Triumph TR2 will be among the sixty cars to face the starter at 4 p.m. on Saturday, June 12.

Prominent among the entry will be the four works Ferraris (two 4.9-litre, one 4.5-litre and one 3-litre), the Cunningham team (two 5.4-litre Chrysler-engined Cunninghams and one much-modified 4.5-litre Ferrari), the three new works Jaguars, and the three DB3S Aston Martins. The two 4½-litre Lagondas in the entry list are still an unknown quantity, as are the works Maseratis (one 2.5-litre and two 2-litres); Gordini, who has a reputation for producing fantastically fast cars from out of

The new Le Mans Jaguar shows its paces at the M.I.R.A. proving ground at Lindley; the driver is Norman Dewis, the passenger the Minister of Transport.



the hat, as it were, has entered one 3-litre and two 2.5-litres. As his racing cars have now achieved a good standard of reliability, the sports versions will undoubtedly have to be considered serious contenders at Le Mans.

In the 2-litre class, apart from the Maseratis, there are the three works Bristol and three privately entered Frazer-Nashes; unfortunately, the larger, Sapphire-engined Frazer-Nash could not be finished in time, and the organizers have agreed to accept a third 2-litre (Sture Nottorp's coupé from Sweden, which ran

in the Mille Miglia) in its stead. The 1½-litre class will be a straight fight between three works Porsches and two works Oscas, all of which are very fast indeed, while among the 1,100 c.c. cars are the two Kiefts, one works Porsche and probably two Oscas, one works-entered. Finally, there is the usual assortment of Renault and Panhard variations which make up the 750 c.c. class, together with a lone Italian Nardi. Still the makings of a remarkable race; can last year's Jaguar winning speed of 105.85 m.p.h. be exceeded? That remains to be seen.

## WHITSUN CROP

**SPORTING EVENTS TO SUIT ALL TASTES : FIVE RACE MEETINGS AND TWO RALLIES**

**W**HITSUN weekend has, as ever, brought its full and varied crop of sporting events. There are five race meetings—the B.A.R.C.'s meeting at Goodwood, the Cornwall M.R.C.'s at Davidstow on Whit Monday and the Half-Litre Club's Brands Hatch, the M.M.E.C. Silverstone and the W.E.C.C. Snetterton on Saturday. For those who prefer their competitive motoring in a less exciting form there is the Royal Scottish A.C. Scottish Rally, which starts on Whit Monday, and the M.C.C. Whitsun Rally starting tonight and finishing tomorrow.

Of the Saturday events the Snetterton meeting begins at 1.30 p.m. and has attracted an impressive entry list. Among the cars entered are the *Ecurie Ecosse* Cooper-Bristol, Connaught and XK120C Jaguars, Sidney Greene's 2½-litre formula 1 Maserati and the 2-litre sports car—both to be driven by Roy Salvadori; Crook's Cooper-Bristol, Gould's similar car, Parker's Kieft and Leston's Cooper will also be there. The circuit is situated near Thetford, Norfolk, on the main Thetford-Norwich road.

The M.M.E.C. Silverstone meeting, also on Saturday, starts at noon and there are classes for sports and racing cars, *formule libre*, 1,172 c.c. formula and the old formula 2. The meeting is open only to members and friends of the organizing club or the invited clubs. These are the Half-Litre C.C., Nottingham S.C.C., Bugatti O.C., Vintage S.C.C., 750 M.C. and the Sheffield and Hallamshire M.C.

A varied programme of 5-, 15- and 21-lap races arranged by the B.A.R.C. at Goodwood on Whit Monday promises an

excellent day of racing on the 2½-mile circuit near Chichester. In the *formule libre* race Ken Wharton and Ron Flockhart will drive B.R.M.s, Roy Salvadori the formula 1 Maserati, Parnell the formula 1 Ferrari, and Peter Collins the 4½-litre Ferrari Thin Wall Special. An entry of thirty cars has been received for the sports car race, which will include the *Ecurie Ecosse* XK120C Jaguars; Dennis Poore will drive a DB3S Aston Martin; and Maserati, M.G., Lotus and Lagonda Talbot are represented. The meeting starts at 1.30 p.m.

### Kentish Hatch

Brands Hatch has attracted a near-record entry of 89 cars. This meeting marks the introduction of *formule libre* racing for the first time on the 1½-mile circuit. There will be a 20-lap race for sports cars under 1,500 c.c. and no fewer than 51 cars are entered for the formula 3 events. Among *formule libre* contestants will be the 2-litre Connaught which used to be driven by Tony Rolt, but which has now been acquired from R. R. C. Walker by Bill Whitehouse. Racing starts at 2 p.m. Prices of admission are 4s for adults, 1s for children and 5s for cars; admission to the grandstand is 3s 6d. The circuit is 18 miles south-east of London on A20, the main Dover road.

For West Country folk a full programme of 12 races will be held at Davidstow (near Launceston in Cornwall) on Whit Monday. There are events for all the formulae and sports cars, with 20-mile heats and 40-mile finals. The

racing starts at 11 a.m. and gates open at 9 a.m. A large and interesting entry has been received despite the crowded nature of the calendar over Whitsun weekend and of interest is the 1,100 c.c. Oscar which will be driven by Peter Reece.

The M.C.C.'s hardy annual, the Edinburgh Rally, has been replaced by the Whitsun Rally in view of the recently held Commemoration Edinburgh marking the fiftieth anniversary of this event. There are no observed sections of the trials type and straightforward driving tests are included. There are three starting points, Edinburgh, Tewkesbury and London. Competitors converge on Harrogate for breakfast, after which they will cover a circular route of 270 miles through Yorkshire and the Lake District, returning to Harrogate for the finish.

The Scottish Rally has an entry of 123 cars which will be leaving the R.S.A.C. Clubhouse, Blythswood Square, Glasgow, from 9.01 a.m. on Whit Monday, at half-minute intervals. For the first 24 hours cars will travel by day and night round the north of Scotland to finish at Grantown-on-Spey on Tuesday afternoon. Thereafter there will be two daytime tours from Grantown and a final day's run to Glasgow over a secret route, the cars arriving at about 1.30 p.m. onwards at Blythswood Square. Unfortunately, the tests included in the route will not be seen by Whitsun holidaymakers as they are at Grantown on Tuesday and Wednesday, and at Aberdeen on Thursday. A reception and dance will be held at the clubhouse and a *concours d'élegance* at Turnberry Hotel.

ONE of these days a Silverstone meeting will be blessed with ideal weather; the sun will shine, the eternal wind will cease and everything in the garden will be lovely. However, in spite of showers which made the track greasy, the Eight Clubs' full day last Saturday was enjoyable.

The long programme started with two high-speed trials, each divided into classes with the eleven-hundreds and under having to average 48.24 m.p.h., the up to fifteen-hundreds 50.65 m.p.h., 53.06 m.p.h. for those cars up to 3,000 c.c. capacity, and the big fellows were set 55.48 m.p.h. Although officially not races, there was the usual friendly scrapping. W. G. Marriot's Buckler seemed to suffer from front wheel patter when cornering, Norris in the brown Jupiter went round sounding the horn and Mrs. Gibbs' tubular frame i.f.s. H.R.G. had an unhappy exhaust note but carried on. In the second trial, Vaughan's 3-litre Talbot saloon split fuel everywhere, Agg's TR2 Triumph came to rest suddenly at Woodcote when the left front hub broke



Storm clouds and a young potential pit manager overlook the start of one of last Saturday's events. E. M. Lane's Lagonda Rapier waits with the rest of the field.

## 2 - 4 - 6 - 8

### WELL-ORGANIZED

off and Wortman's 3½-litre Jaguar seized up in a cloud of smoke and steam.

Austin Sevens that would never have been recognized by Longbridge (and which went far quicker than their designer had in mind) lined up for the first of the 5-lap scratch races. C. F. Lawton went through the pack at the start, but Whitehouse, in the Arden, which had been showing signs of steam from the overflow while waiting for the flag to drop, overhauled him and won from Wilks by just over four seconds. Event 4 consisted, like all the others, of a very mixed bag and included a Volkswagen, Arthur Baker's Land-Rover and Williamson's very fast Morris Eight, which sounded as if it had permanent valve bounce. Miles' Austin overtook the Volkswagen on the third lap and Sir The BEEVOR came through the field in his T.C. M.G.

All events were started well on time, which said something for the organizers of such a large entry, and there was a bevy of Lotuses (or Loti) for the 1,172 formula race. E. Lewis was fighting hard with Small in another Lotus in the early stages, but Small pulled away in front with MacDowell hard on his heels.

A one-make handicap for A.C. cars had amongst the entry J. A. McCusker's 1921 aluminium-bodied two-seater and two Aces driven by W. D. Hurlock and Basil de Mattos. The next handicap had a fine entry, and while Chalcroft got away as limit man in his chain-gang Frazer-Nash, there were all kinds of machinery from Rileys, Walker's Bentley, and another gaggle of Loti including Peter Gammon's M.G.-engined projectile, waiting their turn to start. Lewis spun at Becketts in his enthusiasm, Walker took Bluebell the Bentley amongst the marker tabs and regained course without collecting any. The backmarkers were closing up, Sopwith in the Sphinx going all he knew and Keeling's C-type Jaguar looking fast and safe, the former being harried by the Gammon Lotus. A fine race, helped by good handicapping. Those who knew saw the winner of event 9 early on when

## Silverstone Clubs

### LARGE ENTRY FOR POPULAR EVENT

Nurse got his fast Riley into the lead by lap 2. John Gott, in his well maintained Coupe des Alpes H.R.G., drove steadily into fourth place.

And so the afternoon went on. A shower of rain just before event 10, and the red and yellow oil flag flying at Copse, made people slow a bit, but did not prevent Nancy Mitchell from getting her Monte Carlo Zephyr round that corner side by side with the similar-coloured Zephyr driven by A. J. Range.

Event 12 produced a mixed bag of Rileys, Austins and Lagondas, and Piper's nice Alfa Romeo; and then came one of the best races of the day, with Easdale's 1,750 Alfa going great guns and the astonishing sight of a DBZ being led by a Morgan coupé. Again, Mason's Bentley went in its customary manner and was able to come into second place behind Simpson's Healey when Easdale spun the Alfa round at Becketts and everyone else fled downhill to Woodcote and the finish.

The next scratch race had the Sphinx, a brace of C-type Jaguars and the Gammon Lotus to liven it up. The rear wing panels of Sopwith's car shivered as he went up the straight and Gammon seemed to leave Woodcote as though a giant hand was pulling him on a rope from Copse. The fuel that had been split (and the rain) combined with rubber on the surface to warrant a special warning to drivers and Ross Skinner showed what

could happen as his Jaguar spun at Woodcote.

Last of all was a 5-lap handicap for those competing for the "Motor Sport" Challenge Trophy, Nurse, March, Burton and Harris with his fast Austin had qualified at the last Vintage Sports Car Club meeting and were joined by the first two from each of the day's six handicaps. Unfortunately, all those eligible did not start and what could have been a good race finished off the day rather quietly.

#### PROVISIONAL RESULTS

##### 5-Lap Scratch Races (A) 750 Formula

1. Arden (J. F. Whitehouse), 58.07 m.p.h.; 2. Austin (W. E. Wilkes); 3. Arden (D. H. Small), 63.51 m.p.h.; 4. Riley (G. P. Rees); 5. Riley (B. J. 1.172

Formula): 1. Lotus (M. G. H. MacDowell), 63.50 m.p.h.; 2. Lotus (R. Walshaw); (C) 1. Morris (G. H. Williamson), 59.18 m.p.h.; 2. M.G. (F. W. Scott); 3. A.C. (F. W. Langham); (D) 1. Riley (J. Nurse), 63.50 m.p.h.; 2. Bentley (R. H. B. Mason); 3. M.G. (J. M. Patten); (E) 1. M.G. (Sir Thomas Bevver), 61.64 m.p.h.; 2. Alfa Romeo (A. H. Piper); 3. Bentley (G. T. Walker); (F) 1. Lotus (M.G.); 2. Gammon (T. O. M. Sopwith); 3. Sphinx (T. Sopwith); 3. Jaguar (D. C. Truman); (G) 1. Healey (P. J. Simpson), 61.92 m.p.h.; 2. Morgan (J. Moore); 3. Triumph (G. J. Beasley).

5-Lap Handicap Race (A) For A.C. Cars: 1. 1954 Alvis (R. G. P. de Mattos), 63.51 m.p.h.; 2. 1936 Tourer (G. D. Innes-Ker); 3. Alvis (W. D. Hurlock); (B) Motor Sport Clubs Challenge Trophy—Heat 2: 1. Riley (A. J. Nurse), 60.15 m.p.h.; 2. Alvis (R. C. R. March); 3. M.G. (Sir Thomas Bevver); (C) 1. M.G. (Sir Thomas Bevver), 61.82 m.p.h.; 2. Austin (W. E. Wilkes); 3. Riley (F. R. O. Allott); (D) 1. Jaguar (J. A. Keeling), 75.61 m.p.h.; 2. Sphinx (T. O. M. Sopwith); 3. Lotus (M.G.); (E) 1. Allard (R. Carnegie), 69.18 m.p.h.; 2. Riley (A. J. Nurse); 3. Aston Martin DB2 (P. A. Everard); (F) 1. Austin (H. Cocker), 59.05 m.p.h.; 2. Bentley (G. T. Walker); 3. Alfa Romeo (A. H. Piper); (G) 1. Healey (P. J. Simpson), 65.99 m.p.h.; 2. Bentley (R. H. B. Mason); 3. H.R.G. (R. C. Goodearl).

High Speed Trial Team Contest: 1. M.G. (G. B. Hewitt); 2. A. S. Lusty and T. W. Dargue.

## RECORD INDIANAPOLIS

**T**HIS year's American classic was again a triumph for Bill Vukovich, driving an Offenhauser-powered Fuel Injection Special. His average speed for the race was 130.84 m.p.h., nearly 2 m.p.h. faster than his win last year. A crowd estimated at 200,000 saw the race, which was run in extremely hot weather. Both Vukovich and Fred Agabashian, who was sixth, drove for the whole race, during which every record from 10 to 500 miles was broken.

McGrath led for 44 laps and set up

several new records as he built up his lead over Bryan, then tyre trouble set in.

Towards the end the lead changed hands between Bryan and Vukovich until the 148th lap, when the ultimate winner led until the finish. Sixteen cars failed to finish what had been a most exciting race.

#### PROVISIONAL RESULTS

##### Race distance 500 miles, 200 laps of 2.5-mile circuit

1. First, Injection Sp. (B. Vukovich), 3h. 49m. 17.5s.; 2. Dean Van Lines Sp. (J. Bryan), 2 lap behind; 3. Hinkle Sp. (J. McGrath); 4. Automobile Shippers Sp. (T. Ruttman); 2, 5. McNamara Sp. (M. Nazaruk); 2, 6. Merz Engineering Sp. (F. Agabashian).

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"DAILY TELEGRAPH" AINTREE MEETING

**Aintree "200" race**

**1st Stirling Moss**

(MASERATI)

**3rd R. Flockhart (B.R.M.)**

**500 c.c. race**

**1st Stirling Moss (COOPER)**

**2nd D. Parker (KIEFT)**

**3rd J. Russell (COOPER)**

(Results subject to official confirmation)

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**CAR BATTERIES**

**THE  
S P O R T**  
*by*  
**J. A. Cooper**

The Cooper-Norton, owned and prepared by Francis Beart, with which Stirling Moss won the Aintree formula 3 race. Although there are two exhaust pipes, only one is in use! Also notable is the tread pattern of the German Continental tyres fitted to the car for this event.



**LE MANS DISAPPOINTMENTS • AINTREE AFTERTHOUGHTS • TARGA FLORIO**

CERTAINLY we live in an age of rapid change and surprises; it is becoming increasingly difficult almost day by day to forecast the probable course of any event. When the original entry list for Le Mans was published, with three Mercedes, three Lancia, three Jaguar, three Gordini, four Ferrari, two Lagonda, three Aston Martin and three Cunningham (all works-entered cars, apart from private entries), it seemed that this year's race would probably merit the much-abused title of the "race of the century." And now look what happens—some of the best entries are fading away before our eyes!

Mercedes withdrew in good time, a month or two ago. Lancia, as recorded here on May 21, have announced that their new cars cannot be ready, but that they may run one car experimentally. It is by no means certain, so rumour has it, that either or both Lagondas will run; and now comes the announcement that the Austin-Healey team has been withdrawn. Now, nobody will pretend that this last withdrawal is likely materially to alter the result of the race as a whole, for the Austin-Healeys could not be expected to have the speed of their larger and faster opponents; but the cumulative effect of all these retirements is depressing, both for the organizers and for the prospective spectators.

The officially announced reason for the Austin-Healey withdrawal is that the firms concerned are taking a stand against the present trend of sports car racing in which prototype vehicles, not necessarily bearing any resemblance to normal production sports cars, are allowed to take part. That is all very well (and I shall return to that controversy later); but the fact remains that the Le Mans regulations have been unchanged in this respect for some years. The Austin-Healey team was entered

with full knowledge of these regulations and their implications; and for the decision to be taken suddenly, within a few weeks of the race, that the regulations are not to the team's liking and that the entries will consequently be withdrawn is surely somewhat discourteous, if nothing more, to the organizers of the race.

There is, of course, the not unlikely possibility that other considerations have entered into the decision to withdraw the cars from the race; but judgment can be passed only on the reasons issued jointly by the Austin Motor Company and Donald Healey in their official statement. And those reasons, sound as they may be, hardly seem to me to warrant the breaking of the promise implicit in the signing of an entry form for an international race.

THE first big meeting at Aintree last Saturday turned out better than many people thought it might on Friday night. In spite of the weather, the racing was of a very high standard, and although in both the formula 3 race and the final of the *formule libre* event the lead changed only once (in the latter), yet there was always keen competition among the placemen to keep up the excitement.

There was a fair amount of criticism of the circuit among the drivers, the main point at issue being the succession of slow corners and short straights forming the inward loop; with cars of roughly comparable performance these force a procession to develop over almost one of the three miles which form one lap. But whether or not anything can be done to improve this state of affairs is rather problematic; the same thing applies to the rather flat and featureless back of the course, with its absence of landmarks for the corners—nothing permanent can be erected without the risk of conflicting in some way with the requirements of the horse racing circuit.

However, no doubt some improvements will be made where possible, and cer-

tainly the spectators can get a good view—and an unusual number of them can even keep dry at the same time! Some improvement, too, should be made in the public address system, which was not sufficiently audible in some parts of the stands and enclosures, while the commentary itself contained too many inaccuracies and seemed at times laboured. Nevertheless, it is easy to make criticisms; the main thing is that the north of England has now more than one full-scale racing circuit in operation, for the first time in history.



AMONG the interesting points about the racing at Aintree was the excellent and competent way in which 22-year-old Peter Collins handled the big Ferrari; this must be the first time he has had anything like that amount of power to cope with, and in difficult conditions at that. He remarked that, even in the dry, the rev counter seemed to flash round the dial in first and second gears as though the car were in neutral; the engine of that 4½-litre Ferrari has now been supercharged (on a reputed compression ratio of around 14 to 1) to deliver something in the region of 450 b.h.p., which is a lot by any standards. While it was running properly there was nothing at Aintree which could keep it in sight; it is perhaps surprising that it has not been detuned slightly to make it less temperamental, for it could surely afford to lose a bit of power in the interests of reliability.

The Norton engine in Beart's Cooper with which Moss won the formula 3 race had a most interesting special cylinder head, made by Robin Jackson; in fact, the car had three sparking plugs and two exhaust pipes, a reply which dumbfounded many casual enquirers! But only two plugs and one pipe were used, properly speaking; the third plug, in the standard Norton position, was inoperative, the engine having dual ignition, while the second exhaust pipe (rear portion only) is that used when a normal Norton engine is fitted to the car, and was left in position merely because it was welded to the frame.

## THE SPORT

THE little Osca driven by Peter Reece, which had put up a very good practice time, was once again (as at Silverstone) suffering from clutch slip and did not get going properly in the race. Chapman's amazing little streamlined Lotus-M.G. did, to some purpose, keeping up with many much larger cars; unfortunately it was seriously damaged by hitting some concrete posts when Chapman slid off the road at Bechers Bend, both chassis and body of the car suffering considerably. Moss handled the Maserati in masterly fashion, and it seems that recent modifications have improved the oil pressure (which had a tendency to fluctuate, presumably through surge in the oil tank) and lowered the very high oil temperature at which these engines run; the de Dion tube had been repaired and reinforced since Silverstone. But for many people the high spot of the meeting was Gerard's terrific effort to recapture third place in the final from Flockhart's B.R.M. with his 2-litre Cooper-Bristol; well as his car was going, and it has never gone better, it is a pity that he has not something more modern of 2½-litre capacity with which to do battle in formula 1.



**PRELIMINARY** information on last Sunday's Targa Florio indicates that it was won by Taruffi in a 3.3-litre Lancia (one of the Mille Miglia cars) after a terrific struggle with Musso's 2-litre Maserati. The weather was beautiful, and from the first it was obvious that the issue lay between the two big Lancias (Taruffi and Castellotti), Musso's Maserati, Cabianca's 1½-litre Osca and Biondetti's 3-litre Ferrari. Early on in the race the order was Musso-Cabianca-Castellotti-Taruffi, with record speeds set up; but after half distance the Osca broke its crown wheel and Castellotti ran off the road. Gradually Taruffi caught the Maserati, finally to pass Musso (in effect, for the cars leave at intervals as in the Mille Miglia) and finish in record time 7½ minutes ahead. There were 40 starters, predominantly Italian; the only British car was a Jaguar privately entered by an Italian-American, but it did not figure in the results.

**PROVISIONAL RESULT (race distance 358 miles)**

1. Lancia 3,300 (P. Taruffi), 6h 24m 18s. 55.9 m.p.h.; 2. Maserati 1,988 (L. Musso), 6h 51m 51s; 3. Lancia 2,451 (Piodi), 6h 55m 11s; 4. Maserati

### COMING SHORTLY

- JUNE 4-5.—M.C.C. Whitsun Rally, starting from London and Tewkesbury, 8.10 p.m., and Edinburgh, 8.30 p.m.
- 5.—West Essex C.C. Race meeting, Snetterton, near Thetford, Norfolk, 1.30 p.m.
- 5.—Midlands M.E.C. Race meeting, Silverstone, Northamptonshire.
- 5.—Veteran C.C. (Midland Section). Worcester and Malvern Rally and Run, Pitchcroft, Worcester, 11 a.m.
- 5.—Rhyl and District M.C. Driving tests, Main Parade Ground, Kinmel Park Camp, near Rhyl, Flintshire, 6.30 p.m.
- 5-8.—Adriatic Rally, Yugoslavia.
- 6.—Rome G.P., Italy.
- 6.—Frontières G.P., Belgium.
- 6.—Hyères 12-hour race, France.
- 6.—South Wales A.C. Hill-climb, Castel Farm Hill, near Bridgend, Glamorgan, 4.30 p.m.
- 6.—Kentish Border C.C. Broadstairs Rally, Catford Greyhound Stadium main car park, Catford Bridge, London, S.E.6, 8.30 a.m.
- 7.—B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 1.30 p.m.
- 7.—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.
- 7.—Cornwall M.R.C. Race meeting, Davidstow, near Launceston, Cornwall, 11 a.m.

1,988 (Bellucci), 7h 11m 20s; 5. Ferrari 2,970 (Biondetti), 7h 12m 4s; 6. Ferrari 2,562 (Minzoni), 7h 29m 27s; 7. Lancia 2,451 (Arezzo), 7h 32m 23s; 8. Lancia 2,000 (Starrabba), 7h 36m 33s; 9. Lancia 2,000 (Scamini), 7h 37m 2s; 10. Fiat 1,100 (Di Salvo), 7h 46m 20s; 11. Lancia 2,000 (Pottino), 7h 48m 53s; 12. Osca 1,092 (Scamini), 7h 50m 13s; 13. Fiat 1,100 (Gervaldi), 7h 51m 50s; 14. Ermini 1,100 (Biasiotti), 7h 52m 21s; 15. Giannini 750 (Zanolla), 7h 58m 39s.



**B**EYOND the shadow of a doubt the 1954 Alpine, or *Criterium des Alpes*, is going to be some rally! Owing to the heavy holiday traffic in France after *le quatorze Juillet* the French authorities have insisted that the Alpine must finish before that date. Accordingly it has been compressed into four stages, the first from Marseilles to St. Moritz (670 miles), the second from St. Moritz to Cortina (485 miles), the third round the Cortina circuit (only 189 miles), and the fourth from Cortina to Cannes (884 miles). Moreover, there are no rest days.

The start is at 8 p.m. on Thursday, July 8, and St. Moritz should be reached in the afternoon of Friday the 9th. A fairly early start is probable on Saturday the 10th, and Cortina should be reached in the late afternoon. Presumably the run round the Cortina circuit will take place on the Sunday morning as usual, when the road is closed for the Coppa Dolomiti race in the afternoon, so that the Alpine competitors may then expect a few hours of leisure.

It seems probable that the start of the final stage from Cortina will be during the morning of Monday, July 12, for there is an arrival test at Cannes on Tuesday the 13th, and it is obviously desirable that this should be run off before nightfall.

But the long stages are not the only difficulty to be encountered! This is the Alpine, so naturally many of the famous passes are included, amongst them the infamous Gavia. Indeed, this pass has to be taken twice, from north to south on the first day, and in the reverse direction on the final stage. On each occasion there is a time control at the start and at the finish, just to make it more difficult. The Stelvio is included twice also, up from Bormio and down to Spondigna early in the second stage and in the reverse direction just before the Gavia on the final stage. Other well-known cols included are the Allos, Vars, d'Izoard and Montgenèvre

on the first day; the Resia, Fern, Aschen, and Gerloss, on the second; the Falzarego, Pordoi and Rolle on the third; and the Falzarego, Little St. Bernard, Iseran, Glandon, Izoard, Vars, Cayolle, Valberg, Bleyne and La Suie on the last day.

While the classes are the same as last year's, cars are divided into two categories, touring and sports. The touring category is divided into three groups known as *normales*, *grand tourisme* and *tourisme de série spéciale*. The sports category is likewise sub-divided into series and special cars. Otherwise the regulations are very similar to previous years' and only cars built since January 1, 1947, are eligible. Entries at the normal fee of 30,000 francs close on June 15, and late entries can be received up to June 25 at 35,000 francs. Entries must, of course, be sanctioned by the R.A.C.



**T**HE meeting convened by the Ulster A.C. to find out if its members would be willing to indemnify the club against any losses incurred in running the Tourist Trophy race at Dundrod in September, was not too well attended, only 90 of the 800 members turning up. Nevertheless, there was an overwhelming feeling of enthusiasm for the holding of the race; the recent suggestions that its site might be transferred to Oulton Park or Aintree spurred members on, for they feared that once it left Ireland it might never return. Guarantees approaching two thousand pounds were forthcoming, but these, in themselves, would not ensure that there would be no loss. However, the Northern Ireland Government has offered to guarantee 10s for every pound subscribed. The final decision as to where the race will take place rests with the R.A.C., and the result of the next committee meeting on June 9 is anxiously awaited.

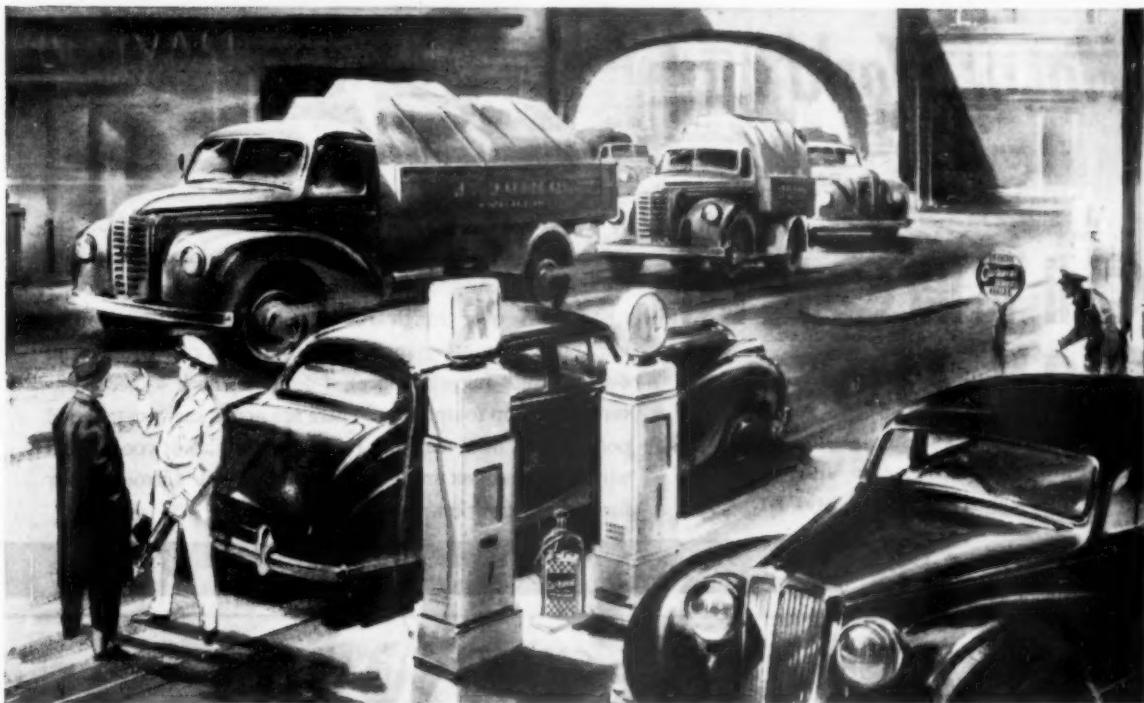


**A**S a result of protests which were still under consideration when *The Autocar* closed for press last week, the result of the Wiesbaden Rally in Germany has now been slightly modified. The D.K.W. driven by Meier and Schellhaas, which was originally placed second behind its team-mate (Menz and Schlüter), has now dropped to fourth place behind the two B.M.W.s of Kraus and Schwind and Wenzler and Behringer. This does not affect the D.K.W. victory in the struggle for the team prize. The Ladies' Award went to a Ford Taunus driven by Ruth Kautmann and Renata Gallo.



**T**HE parish council of the Worcestershire town of Martley has decided to protest to the Midland A.C. against the holding of the two main Shelsley Walsh hill-climbs this year on Sundays (June 20 and August 29). In a statement issued to the press the council acknowledged all that the club had done for the district, and realized the right of people to enjoy their own particular pastime when best they could. The club hopes, by holding the meetings on Sundays, to attract larger crowds of spectators; the council is apparently afraid that the noise and traffic will spoil the peace and quiet of the countryside on Sundays.

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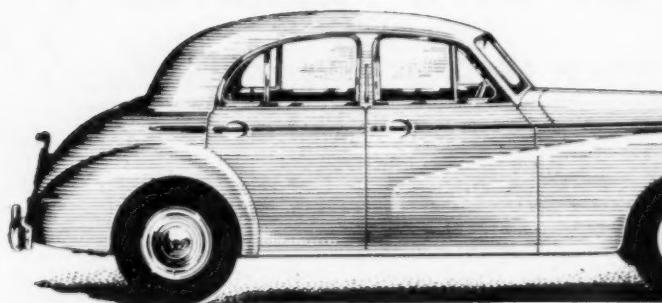


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A rear view of the start of the final of last Saturday's Aintree International 200 race. The crowded and extensive grandstands will be noticed. Moss (Maserati), the eventual winner, can be seen on the left of the central row.

## CLUB NEWS

**Sunbeam-Talbot O.C.**—The first event to be held by the newly formed North Western Branch was a picture hunt, held on Sunday, May 16. Results are as follows: 1, O. G. Stirling; 2, R. A. Dando; 3, H. Hankinson. All were in Sunbeam-Talbots.

**Welsh Motor Racing Club.**—The national race meeting, sponsored by the *Daily Telegraph*, will be held at the Fairwood circuit, near Swansea, on July 24. Regulations and entry forms are available from A. T. Watkins, 28, Walter Road, Swansea. The chief event of the day will be for the 500 c.c. Championship of Wales and the *Daily Telegraph* Trophy.

**East Anglian M.C.**—Regulations are available for the Regional Driving Test championship to be held at Wellingford aerodrome, near Bures, on Sunday, June 20. Each competitor will have two runs in each of the five driving tests. A system of marking will be employed which will equalize the chances of widely differing types of car to qualify for a premier award, and to put an emphasis on driving ability rather than car performance. Entry forms and copies of the regulations are obtainable from C. U. M. Walther, Chalkney Mill, Earls Colne, Essex. Entries close on Monday, June 14, by the first post.

**Chester M.C.**—Regulations for the Queensferry Sprint Trial, to be held on June 26, are now available. The closing date for entries is June 15. The course, a one-mile straight of tared road, 18ft wide, is at Summers Drive, Queensferry, Flintshire, seven miles from Chester.

**Leicestershire C.C.**—A closed Night Rally will be held on Saturday and Sunday, June 19 and 20. Closing date for entries is June 14, and full particulars and entry forms are available from O. F. Williams, 73, Ashlegh Road, Leicester. The start will be from 60, London Road, Leicester, at 11 p.m. on June 19. The course will cover approximately 220 miles.

**Mid-Surrey A.C.**—A well-attended meeting, including speed trials and driving tests, was held at Brands Hatch on May 16. The four driving tests occupied the forenoon, and the sprint event the afternoon. The meeting started at 10.30 a.m. and during the space of seven and a half hours nearly 400 timed runs were made.

**Results.** Driving Tests. Open Cars. Test No. 1: Jaguar XK120? (J. Young). Test No. 2: Jaguar XK120? (J. Young). Test No. 3: M.G. (R. Bubear). Test No. 4: Dellow (T. S. Willett). Closed Cars. Test No. 1: Sunbeam-Talbot (K. Monk). Test No. 2: Ford (W. Friend) and Sunbeam-Talbot (K. Monk). Test No. 3: Vauxhall (A. Ford). Test No. 4: Ford (B. G. Hannson). Captain's Cup for Best Aggregate: Jaguar XK120 (J. Young), 75 points. Ladies Award: M.G. (Miss Llewellyn-Rees).

J. Bubear) Speed Trial. Production Cars, Open. Up to 1,100 c.c.: Singer (J. Richmond). Up to 1,500 c.c.: M.G. (J. Elman). Up to 3,000 c.c.: Silverstone Healey (K. W. Monk). Production Cars, Closed. Up to 2,000 c.c.: M.G. (R. Bennett). Unltd. Bentley (E. B. Bushfield). Non-standard Cars. Up to 1,100 c.c.: Austin (W. Wilkes). Up to 1,500 c.c.: M.G. (R. Bubear). Unltd.: Jaguar XK120C (J. Young). Fastest time: Jaguar XK120C (J. Young). Ladies' Award: M.G. (Miss J. Bubear).

**Surrey Sporting M.C.**—The second sporting sortie, a navigational outing of about 140 miles, was held on May 9 and included seven driving tests. Results are as follows:—  
1. Chilton D. N. Layer. Class: 194.8 miles, lost 2. M.G. (R. Warren). S.S.M.C. 194.8 miles, lost 3. Morris (R. M. Powell, S.M.C.). 194.9 miles, lost 3. Morris (R. M. Powell, S.M.C.). 194.6 miles, lost. Closed Cars: up to 1,500 c.c.: Ford (E. G. Smith). Over 1,500 c.c.: Ford (D. Penn). Open Cars: up to 1,500 c.c.: M.G. (T. R. Warren).

**Per Ardua M.C.**—A series of driving tests was held on the Slough Trading Estate on May 23. In spite of gloomy weather, a small entry enjoyed an interesting day; many of the competitors, who were competing in this type of event for the first time, made some interesting discoveries about the length, width and handling of their cars. Results are as follows:—

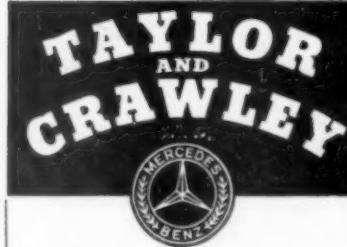
Best Performance and Winner of Open Class: Triumph T.R.2 (Sohn-Ldr. D. Giles). Winner of Closed Class: Austin A.40 (Fit-Lt. L. W. Pascoe-Watson).

**Brighton and Hove M.C.**—Classes for vintage, veteran, sports and racing cars, in addition to price-based classes for all open and closed cars, will be included in the Brighton Concours d'Elegance on Sunday, June 13. There will also be an additional class for cars of American manufacture. The judges for the Mermaid and Brighton trophies will be John Gregson, star of the film "Genevieve." Entries at the normal fee close on Monday, June 7, but late entries will be accepted up to noon, June 13, at an increased fee. The event is open to all members of the motoring public. Particulars and entry forms may be obtained from The Organizing Committee, 296-298, Madeira Drive Arches, Brighton, 7.

**Harrow C.C.**—Results of the fifth Invitation Rally, held during the night of May 15-16, are as follows:

**Paul Fowler Trophy** (for best performance by a Harrow member): Sunbeam-Talbot (J. Trig). **Triplex Trophy** (best performance by an invited entry): M.G. (E. Graham-Brown, M.G.C.C.). Class 1: 1. Riley (S. Mayone, S.M.C.). Class 2: 1. M.G. (S. Moore, T.E.A.C.). Class 3: 1. M.G. (M. Britton, T.E.A.C.). 2. M.G. (S. Moore, T.E.A.C.). Class 4: 1. A.C. (P. Palmer, A.C.O.C.). 2. A.C. (Dr. J. Humphreys, A.C.O.C.). Class 5: 1. Jaguar XK120 (R. G. H. H. G.C.C.). 2. Healey (H. G. H. G.C.C.). Class 6: 1. Austin (V. Lovatt, H.G.C.C.). 2. Jaguar (L. Norman, H.G.C.C.). **Navigators' Awards:** Winning Car in Paul Fowler Trophy: Mrs. J. Trig. Winning Car in Triplex Trophy: J. Clarke. Team Award: Harrow C.C. (J. Trig, E. Haddon, D. Llewellyn-Rees).

**Southsea M.C.**—The timed trials and driving demonstrations, to have been held at Thorney Island but cancelled because of bad weather, will be held on June 27, starting at 2 p.m., again at Thorney Island. Regulations may be obtained from H. R. Winnicot, Deerleaf, Rowlands Castle, Hampshire.



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A glance at the results of the Wiesbaden Rally, together with our previous announcements of results in the Rallye-Soleil and the Rallye des Tulipes, not unreasonably justifies the claim that these three marques dominate International rallies.

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## CLUB NEWS . . . . . continued

**London M.C.**—The 50th anniversary of the club will be celebrated by finishing the London Rally (September 4 and 5) in the heart of the City of London—the first time that a national event has ever done so. There will be three starting points, London, Leeds and Birmingham. There will be an American Challenge Trophy, presented by A. G. Imhof, for the best performance by an American entrant, and there will be entirely separate classes for experts and novices. The route will cover approximately 700 miles and will include rest periods. Regulations will shortly be available from Mrs. N. Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

**North London M.C.**—A night navigation run will be held on Saturday and Sunday, June 12 and 13. The start will be at the Odeon Garage, at Barnet Hill, the first car leaving at 10 p.m. There will be a com-

pulsory meal stop after 60 miles and the total distance will be about 100 miles. Entries close first post on June 9 and the event is open to any motorist who would care to take part. Information may be obtained from G. J. Maple, 62, Longmore Avenue, New Barnet, Hertfordshire.

**Half-Litre C.C.**—Regulations and entry forms are available for the race meeting to be held at Brands Hatch on Sunday, July 4. Racing starts at 2 p.m. Entries must be received by K. A. Gregory, 20, William IV Street, Strand, London, W.C.2, not later than Wednesday, June 16, first post.

**B.A.R.C.**—Regulations are available for the eighth Eastbourne Rally to be held on Saturday and Sunday, June 26 and 27. The rally and driving tests will be held on Saturday, culminating in the pleasant ball and midnight *concours d'élegance*; on Sunday there will be a *concours de confort*.

## IN BRIEF

Mr. R. S. Pearson has resigned his directorship of Davis and Hill, Ltd., 101, Bromley Common, Bromley, Kent.

Extensive new showrooms have been opened at the Mill Hill Garage, Edenvale, Kent. The firm are specialists in Austin and Renault cars.

Trading profit for 1953 of W. T. Henley's Telegraph Works Co., Ltd., was £1,228,891 (£1,364,135 previously), which yielded a net profit of £703,990 (£594,554 previously).

Wilmot Breedon, Ltd. have transferred their advertising, publicity and exhibition design departments to 13-14, Oxford Street, Birmingham, 5. (Telephone Midland 5346.)

Mr. R. Ribchester has joined Kirbys, Ltd. as general manager of their Blackpool depot. For the past nine years he has been general and sales manager of Barton Motors (Preston), Ltd.

An interim dividend of 15 per cent for the twelve months ending July 31, 1954, has been declared by Coventry Radiator and Presswork Holdings, Ltd. This compares with 12½ per cent previously.

A new depot will be opened on June 14 by the Avon India Rubber Co., Ltd., at the premises of C. N. Hosken and Co., Gladstone Street, Docks, Cardiff. The sub-depot at Bridgend, Glamorgan, will be closed down on June 11. In the London area, Mr. W. S. Morley has been appointed district manager. His territory will be north of the Thames.

A road safety club has been formed by Batchelors Peas, Ltd., Wadsley Bridge, Sheffield, 6. There are about 200 drivers in the firm who became members at an inaugural luncheon on June 1 which was attended by the chief constable of Sheffield. A trophy will be awarded annually to the sales division with the safest driving record for the year.

Mr. A. G. Cheesman (late of Brooklands of Bond Street, Ltd.) has now become sales manager of H. L. Arnes Motors, Ltd., 28, Albemarle Street, Picca-

dilly, London, W.1, who are Armstrong Siddeley and Austin agents.

A final dividend of 12½ per cent, less tax, is recommended by Rolls-Royce, Ltd. on the £4,000,000 issued capital of the holding company. It will be payable on July 14 for 1953. An interim dividend of 5 per cent was paid in December, 1953. Consolidated profit and trading during 1953 was £3,099,869 (£1,925,295 in 1952).

A booklet called *How to use Hack Saw Blades* has been produced by James Neill and Co. (Sheffield), Ltd., Napier Street, Sheffield, 11. It is useful for those who have to saw different metals and it describes which blades should be used in various circumstances. Copies may be obtained without charge from the company.

Mr. Godfrey Davis recently lifted the first spadeful of earth for the foundation of a new headquarters for Godfrey Davis, Ltd. The new site, which is for car-hire purposes, is opposite the Continental entrance to Victoria Station, in London, and the building is expected to be completed next year. It will have a floor area of 53,000 square feet.

Trading receipts for 1953 of the Esso Petroleum Co., Ltd. show an increase of nearly eight million to a new record figure of £186,779,000. Purchases of crude oil and products amounted to £55,134,000 and transport to the United Kingdom cost £29,768,000; £65,969,000 in Customs duties was delivered to the Government. The remaining income was £35,908,000 of which taxation amounted to £3,754,000. Net profit for the year amounted to £4,015,000 compared with £3,076,000 previously.

### Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks:

No. 16925. *Handbooks Required*  
“D.N.J.L.”—1935 Daimler Fifteen sports saloon.

“F.M.”—1932 Austin Seven.

“J.L.”—1937 Wolseley Fourteen.

“E.H.C.R.”—1934 Lanchester Ten.

“C.R.D.”—1950 Sunbeam-Talbot 80 workshop manual.

“W.L.R.”—1947 Austin Eight.

“L.H.C.”—1933 Standard Nine.

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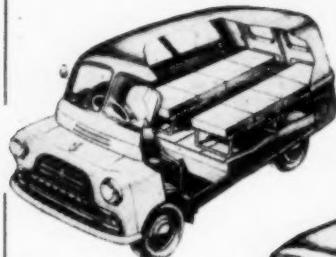


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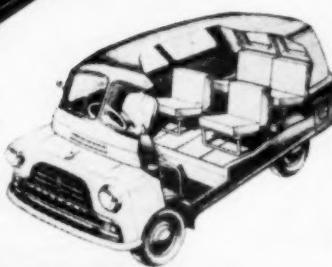
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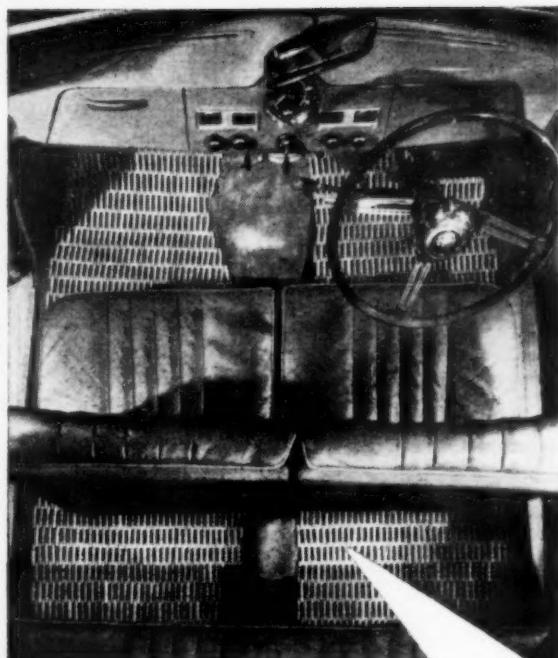
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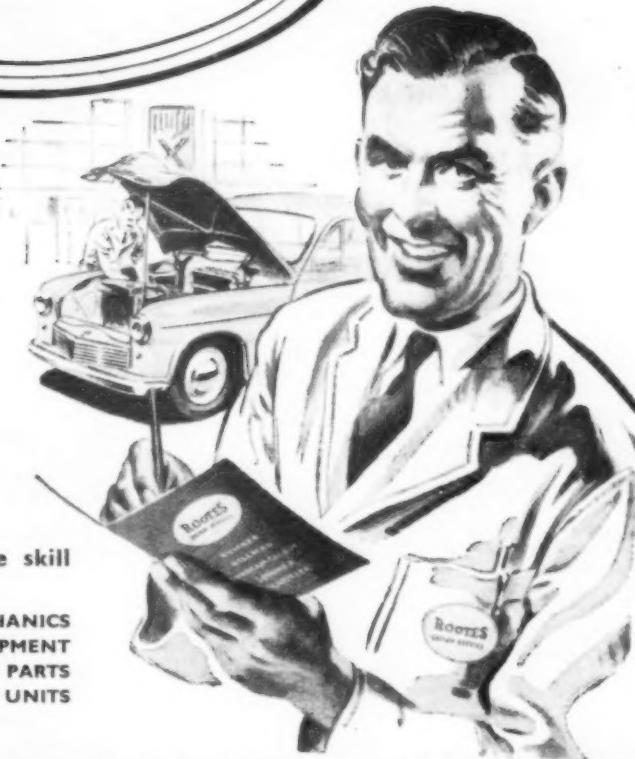


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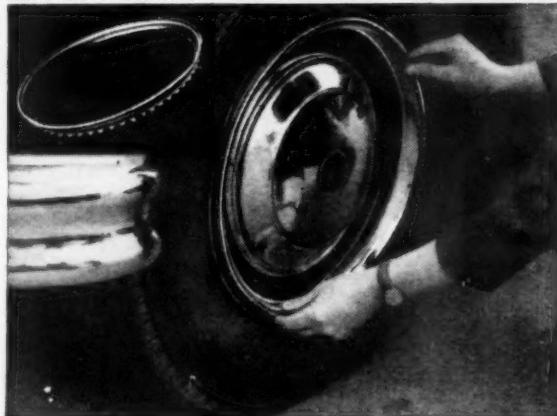
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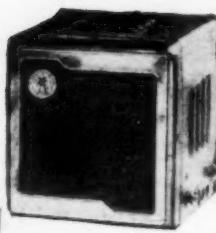
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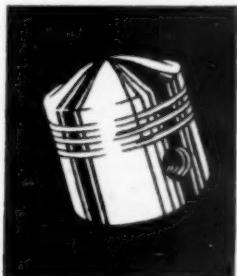
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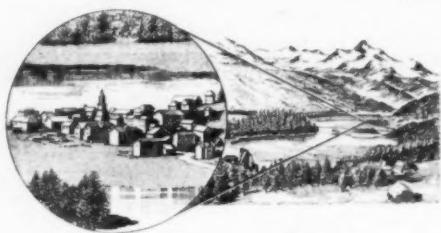
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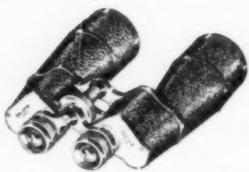
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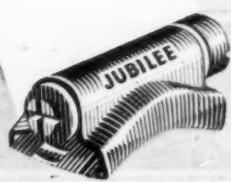
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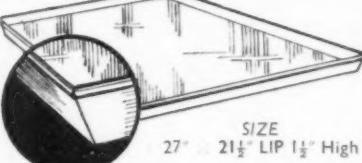
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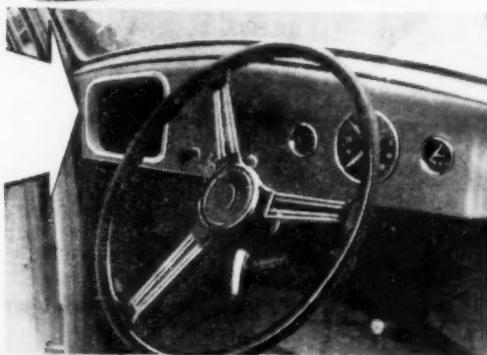
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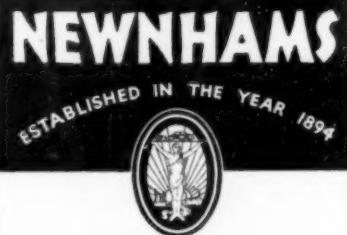
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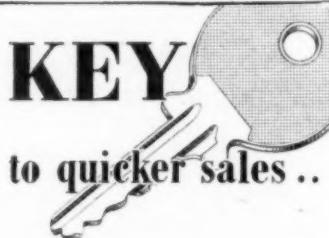
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Or hired 36 months inc. tax and ins.	£14 7 3
1949 AUSTIN A40	£495 0 0
Or hired 36 months inc. tax and ins.	£20 12 0
1947 FORD Prefect	£285 0 0
Or hired 36 months inc. tax and ins.	£16 10 0
1947 STANDARD 14 Saloon	£295 0 0
Or hired 36 months inc. tax and ins.	£13 9 6
1950 AUSTIN 7 Saloon	£175 0 0
Or hired 36 months inc. tax and ins.	£9 3 0
1950 STANDARD D.H. Coupe	£250 0 0
Or hired 36 months inc. tax and ins.	£11 15 3
1950 AUSTIN 7 Tourer	£210 0 0
Or hired 36 months inc. tax and ins.	£8 5 9
1953 MORRIS 8	£150 0 0
Or hired 36 months inc. tax and ins.	£8 5 9

60 Cars in stock. H.P. and other hiring terms arranged.

COODEN, BEXHILL-ON-SEA

Tel.: COODEN 600

A Thrilling NEW Car From France!  
THE NEW 1954



Roomy interior and boot, over 30 m.p.g., epicycloidal steering, independent front wheel suspension, four-speed gear box. Rapid acceleration with smooth, quiet running. Delivery ex stock. Price £632 plus £204 9s. 2d. P.T. Chateleine De Luxe Station Wagon on same chassis for very early delivery. Call or write for full details and catalogues.

*Mayfair Garages*

FIAT SALES AND SERVICE

BALDERTON STREET, LONDON, W.1.

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**WANTED**  
for  
**SPOT CASH**  
**CARS**  
**ALL TYPES**

Hours of Business

Weekdays and Saturdays

9 a.m. to 7 p.m.

**Rowland Smith**

The Car Buyers

HAMPSTEAD HIGH STREET

LONDON, N.W.3

(Hampstead Tube)

HAMPSTEAD 6041 (10 lines)

Established over a quarter of a century

## CARMO QUALITY VAUXHALLS

£725 VAUXHALL Velox, 1953, green, fitted heater, one owner only.

£715 VAUXHALL Velox, June 1952, duo-tone forest green and sand beige, fitted radio, heater and many other extras, one owner only.

£545 VAUXHALL Wyvern, 1951, black, fitted reconditioned engine, heater.

£525 VAUXHALL Velox, 1951, black, beige, heater, fog lamp, one owner.

£495 VAUXHALL Velox, 1950, black, fitted reconditioned engine, heater.

£475 VAUXHALL Wyvern, 1949, grey, fitted radio, heater, reversing lights.

£395 VAUXHALL 14 J, 1947, black, brown leather, radio, heater, fog lamp.

£380 VAUXHALL 14 J, 1946, black brown leather.

Many more cars to choose from. ANY CAR TAKEN IN PART EXCHANGE. WE BUY GOOD USED VAUXHALLS FOR CASH. Demonstrations any time or place without obligation.

**CARMO**  
THE VAUXHALL CENTRE

St. John's Wood Roundabout N.W.8

PRImrose 0141



I know



he knows



she knows

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RELY ON...

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*England's Leading Motor Agents*



Head Office: Henly House, 385, Euston Rd., N.W.1

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Telephone: GROsvnor 2287

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Henlys Roundabout, London Airport, West Hounslow

Telephone: HOUnslow 3454

182, London Road, Camberley.

Telephone: Camberley 77

30 Depots throughout the country.

# The Autocar

## CLASSIFIED ADVERTISEMENTS

### CLASSIFIED ADVERTISEMENT RATES

8d. per word, minimum charge 8/-, each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10/- All advertisements must be strictly prepaid and should be addressed to the Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London, S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

**PRESS DAY 1st POST MONDAY.** Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

## USED CARS FOR SALE & WANTED - SPARES & SERVICE

A.C.

MILDSTONE ENGINEERING CO.

**1951** A.C. 2-litre sportsman's saloon, finished in the original and unaltered black with faint leather interior with carpets to match, heated, twin chrome demisters, windscreen washers, all excellent tyres, taxed for the year; this is a genuine one-owner car that has obviously been maintained regardless of cost, a most immaculate specimen; £650. **CROSS St., Pendleton, Salford, 6, Manchester, Pen.** [C5000]

**G & M ALFREDS** (1936), Ltd.—1951 A.C. 2-litre sports tourer, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005]

**£485** from new H.M.V. 2-wave radio, chrome Ace Rimbells, new tyres, gunmetal with pigskin upholstery, taxed.

**BRIAN FINGLASS**, Bugatti Sales & Service, 2, Pembroke Mews, W.1. Bayswater 3551. After 6, Tuine Hill 4755.

**A.C. Cars Wanted**

**R**EQUIRED, good used A.C.-G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

**R**OWLAND SMITH'S THE CAR BUYERS.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

**L**Ow mileage A.C. or Alvis wanted, full details and lowest cash price—I.P.C., 66, Laxton St., Leicester. [S013]

**P**RIVATE buyer requires faultless 1950/2 A.C. saloon;

available A.A. inspection; positively no dealer—Box 5581. [2878]

**XXX** H. P. Edwards offer immediate cash for good A.C. cars—Details, please, to 28.30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

**ALFA-ROMEO**

**A**LFA-ROMEO 1750 model drop head foursome, engine rebuild cost £250, chassis overhauled, body renovated, spray paint available—£2500. men: £225—Giles, Cattion Grange, Norwich 23880. [S421]

**J. H. BARTLETT**, Alfa Romeo 1750cc supercharged 100mph, attractive drop head 4-seater, recently reconditioned by well-known engineer, finished in Alfa red, exceptional condition; £295.—77A, Pembrey Villas, W.11. [C1015]

**Alfa-Romeo Cars Wanted**

**R**OWLAND SMITH'S THE CAR BUYERS.—Highest cash price for Alfa-Romeo—Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

**Alfa Romeo Spares and Service**

**T**HOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars—Portsmouth Rd., Cobham 2848. [F0214 R]

**ALLARD**

**K 2** Allard 2-seater roadster, mechanically first-class, genuine mileage, coil 1.5s, finished perfect. Spring, down pale blue cellulose, contrasting navy interior, new chrome hood, individualised screenwipers, wipers, revolution counter, Allard heads, special carburetors; £560; terms, exchanges—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Tel. Larkswood 7208 2951. [C1026]

**J. H. HUNTER**, Ltd., offer—

**1951** Allard K2 sports 2-seater, most attractive car, remarkable condition; £595.

**1949** Allard 30hp saloon, fast and attractive car, bargain; £375.

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2940]

**RICHARDS & CARR** always best value.

**1951** K.2 4.5-litre Mercury, countless extras, one owner, specimen condition; £625.

**1950** P.1 saloon, one owner, heater; £335.

**1948** £365.

**35** Kinnerton St., London, S.W.1. Sloane 5424. [C5045]

**XXX** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

**1950** Allard 9LP de luxe saloon, black/blue hide, new special type engine, excellent condition; £450; exchange.—34, Bentinck Ave., Blackpool. Tel. 41980. [S005]

**ALLARD D.H.C.** 1949, nice condition, heater, de-mister, brand new hood with large window, modest mileage, 25 miles; 285gns.—Barlow, Tanglewood, Little Baddow, Chelmsford. Danbury 394. [2863]

### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

### APPROVAL SCHEME

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The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

### SALES & WANTS

Turn to page 86 for  
Advertisement Form

### INDEX

	PAGE
Ambulances	77
Auctions, Tenders, Appointments, etc.	86
Axleshuts	82
Batteries, Chargers, etc.	82
Books, etc.	86
Brakes, Cables, etc.	82
Buses and Property	85
Business Opportunity	82
Camshafts	82
Caravan Section	77
Carburettors, Economizers	82
Car Carpets	82
Car Covers	82
Car Radio	82
Cars for Hire	81
Chromium Plating	82
Clothing, etc.	82
Coachbuilding and Bodies	81
Commercial Vehicles	77
Compressors	82
Cylinder Block	82
Cylinder Grinding, etc.	82
DYNAMOS	82
Electrical Equipment	82
Engines and Accessories	82
Exchange	81
Garage Equipment	82
Garage Facilities	82
Gear and Steering Boxes	82
Heaters	83
Hoods, Screens, Cellulose, etc.	83
Hotels, Guest Houses, Accommodation	83
Independent Suspensions	83
Insurance	83
Jump Leads, etc.	81
Lock Covers	83
Lubricators	83
Magnatrons	83
Motor Cycles for Sale	77
Motor Heaters	77
New Cars	76
Packing and Shipping Parts and Accessories	81
Patents, Experimental Work	83
Petrol Pumps	84
Pistons	84
Radiators, Muffs, etc.	84
Rebuilding, Welding, etc.	84
Roof and Rear Luggage Racks	84
Safety Glass	84
Seats and Windows	84
Second-hand Cars for Sale, Wanted and Spares	53-77
Shock Absorbers	84
Situation Vacant	84
Situations Wanted	85
Speedometers	84
Springs	84
Superchargers	84
Trailers	77
Tuition	84
Tyres and Tubes	84
Wheels, Discs, etc.	84
Windscreen, Wipers, etc.	84

### ALLARD

**£369**—Allard 71K 2-seater sports, good condition. [S423]

—40, Broadwater Ave., Letchworth, Herts. [S423]

**395**—Allard, 1949 foursome drop head, open, excellent condition; terms, exchanges—Rowland Smith, below.

**325**—gunmetal, very good condition; choice of 5 Allards, terms, exchanges; list; open 9-7 week-days and Saturday. Rowland Smith, Hampstead (Tube). [C4018]

**1951** maroon, mechanically 100%, appearance to suit the most fastidious, dark maroon, 1.9, suspension, radio and heater, wine mirrors, twin flame thrower spot lamps, radio and equipment; £1750, subject to 1949. [S453]

**1951** maroon, mechanically 100%, appearance to suit the most fastidious, dark maroon, 1.9, suspension, radio and heater, wine mirrors, twin flame thrower spot lamps, radio and equipment; £1750, subject to 1949. [S453]

**ALLARD** foursome drop head coupe, Mercury engine, heater, several extras, excellent condition, sun metal with grey leather colour change. Open 9-7. [S453]

**£375**—air cooled, 4-seater sports tourer, recent new engine and gear box, red with grey leather, exceptional condition, July, '48 £375; terms and exchanges—Johnson & Brown, Ringlers Rd., Bromley, Kent. Tel. Ravensbourne 6479 and 2322. [C2075]

### Allard Cars Wanted

**R**OWLAND SMITH'S THE CAR BUYERS.—Highest cash prices for Allard—Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

**B. J. HUNTER**, Ltd., offer—

**F**OR immediate purchase of you: Allard

**J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040]

**ICHARD & CARR**, the best Allard buyers—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

**PERFORMANCE CARS** urgently require Allard—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

### ALVIS

**B**ROOKLANDS, Alvis London Distributors.

**1952** Alvis 3-litre sports 2-seater.

**1952** Alvis 3-litre saloon, small mileage.

**1952** Alvis 3-litre drop head coupe by Abbott.

**A**BOVE 3-litres guaranteed; deferred terms.

**C**ONFIDENCE, solidity, security; open 9 until 7

**103** New Bond St., London, W.1. Mayfair 8351-6. [C1029]

**GUY SALMON AUTOMOBILES** offer—

**1952** Alvis 3-litre saloon, 21,000 miles, immaculate condition; £1185.—Portsmouth Rd., Thames Ditton, Embermead 5551-2-5. [C4001]

**HENDON CENTRAL GARAGE**, Ltd. offer—

**1948** Alvis 14 saloon, reasonable mileage, in perfect fett order throughout, fitted radio and heater, taxed year; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

**COACHCRAFT**, Ltd. offer—See under Utility Cars for Sale.

**1952** Alvis 3-litre saloon, black, radio; £1,025. [C1055]

**1952** Alvis 3-litre saloon, maroon, radio; £1,095. [C1055]

**1951** Alvis 3-litre saloon, one owner; £895. [C1055]

**GORDON CARS (LONDON)**, Ltd., 375, Euston Rd., London, N.W.1. Eus 6611. [C2023]

**1949** Alvis foursome coupe, one owner, works reconditioned engine; £595. [C1046]

**A. FREEMAN**, Ltd., 19, Rus 2874-5. [C1046]

**XXX** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

**PERFORMANCE CARS**.—Good selection always available; written guarantees.—See under "Sport Cars". [C5041/B]

**1951** Alvis 3-litre, black with maroon upholstery, £965.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079]

**1932** Alvis 12/50 Alvis saloon, good condition; £750. [C1079]

**1947** Alvis 14 station wagon, magnificent, guaranteed; £1320. [C1079]

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

**A**LVIS Speed 25 black saloon, paintwork, interior and mechanical side perfect; £280 or nearest. Buchanan, Glenthorne, Stannore [C3053]

**A**LVIS Speed 25, June, 1947, Charleworth sports 4-door sliding hood, black, green upholstery in sound condition throughout, good tyres all round; £275.

**E**ASTERN AUTOMOBILES, 1163-7, London Rd., Leigh-on-Sea, Tel. 7595-6. [C3513]

**A**495 leather, heater, very good condition; choice of 4 Alvis drop heads; terms, exchanges—Rowland Smith, below.

**425** gms.—Alvis 14, November 1947 4-door 5-seater shooting brake, natural timber, brown leather, heater, exceptional; terms, exchanges—Rowland Smith, below.

**125** gms.—Alvis Silver Eagle, 1935 sports saloon, leather, manual gear change, very good condition; terms, exchanges; list open 9-7 week-days—Saturday, 1st September 1949 drop head coupe. [C4018]

**1937** Alvis Speed 25 4-seater tourer, very fast car; £250 o.n.o.—Pearson, 55, Fleetwood Rd., Dulwich Hill, London, N.W.10. Tel. Gladstone 13500. [C3501]

**A**LVIS 1936-7 17hp sports saloon, reconditioned throughout including engine Feb. 1954, exceptional saloon comfort, many extras, thoroughly recommended, £245. h.p., arranged—15, Southside, Dalmeny Ave., London, N.W.10. [No. 3434].

**A**LVIS 3½-litre Chassis sports saloon, body completely rebuilt in 1952 and chassis overhauled at works, mechanically very good order; open to trial and inspection, black and brown loose covers; £325—Fred Tompkins Motors, Ltd., Ethel St., Northampton Tel. 2952-3.

## Alvis Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Alvis—Hampstead (Tube). [W4018 R]

**B**J. HUNTER, Ltd., offer;—

FOR immediate purchase of your Alvis.

**B**J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040]

**W**ANTED standard Alvis 1.3, speed 20-25.—See under Lamb, Astoria, for sale. [C3452]

**R**EQUIRED good used Alvis—G. Edwards, Amerybury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**P**ERFORMANCE CARS urgently require Alvis—Great West Rd., Brentford, Middlesex. Ealing 8941. [W3041]

**G**ATEHOUSE MOTORS are buyers of Alvis cars—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021]

**XXX** H. F. Edwards offer immediate cash for Alvis cars—Details, please, to 28, 30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

## Alvis Spares and Service

SERVICE and spares for Alvis cars.

**A**LVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams: Alvis Gold, London.

**A**ND at Alvis, Ltd., Service Station, Holmehead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry. [S0391 R]

**C**CHARLES FOLLETT, Ltd., Alvis specialists.

**S**HOWROOMS: 18, Berkeley St., W.I. Mayfair 6266.

**S**PARE PARTS.

**S**ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5536-7-8. [S0591 R]

**K**INGSTON-ON-THAMES, Alvis agents and specialists.

**G**W. WILKIN, Ltd., 1, Weston Park and 84 Eden St., Kin, 2241-2. [S4052 R]

**M**ANCHESTER—Alvis repairers and spares main agents.

**A**LFRED FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19, Tel. 2784-5. [S0653 R]

**L**ANCASHIRE and Cheshire sales service and spares specialists—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [S0589 R]

**R**EPAIRS at reasonable prices: parts, gears, fittings, guaranteed; gear boxes, engines, suspensions, shock absorbers; trade discount—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.

## AMERICAN CARS

**A**TENTION!!!

**L**ARGE selection of post-war American cars in stock; see under individual classifications—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691. 3905. [C4015]

**M**ETCALFE & MUNDY, Ltd.

**1950** Lincoln Cosmopolitan saloon.

**1950** Chevrolet convertible.

**1947** Buick Roadmaster saloon.

**1947** Cadillac convertible.

**1945** Chevrolet saloon.

**M**ETCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

**1949** fully hydraulic, excellent condition

**A**LSO under classified headings: 1952 Chevrolet, 1952 Oldsmobile—Taylor & Crawley Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4056]

**J**O THOMPSON MOTORS, Ltd., offer a selection of late model American cars—91-95, Fulham Rd., South Kensington. Tel. Kensington 4858. [C4028]

**B**RITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, enquiries invited—13, 14, Upper St. Martin's Lane, W.C.2. Temple Bar 554-69. (Ad.) Leicester Sq. Tube Station.

**R**OSE & YOUNG, Ltd., 1 Oldmarket, Oldmarket Club, Sevenoaks, Kent. Tel. Sevenoaks 669-69. [C3057]

**R**Hydromatic drive, l.h.d., fitted radio, immaculate condition; £595—65-69, Sternhold Ave., Streatham Hill, S.W.2. (one minute Streatham Hill Station). Tulse Hill 2464. [C3057]

## AMERICAN CARS

**J**OHNSONS, Ltd., of Nottingham, offer:

**1953** model Chrysler Windsor de luxe saloon, unmarked condition throughout and low mileage, gyro-matic gear change with right-hand steering, radio, heater, nylon seat covers, screen washers, finished black, cost £1,250, plus £100 chrome plate, rest exceptional condition; £2,250.

**1951** Ford Custom de luxe saloon, finished black cellulose and fitted heater, radio, air conditioning, interior and exterior condition like new, right-hand steering and every possible comfort; £995.

**1950** model Ford Custom de luxe saloon, gyro-matic gear change with right-hand steering, finished black cellulose, interior condition unmarked, radio, heater, air conditioning, many other extras; £1,350.

**A**LL our stock open to R.A.C. or A.A. inspection; terms, exchanges; list open 9-7 week-days.

**J**OHNSONS, Ltd., The Motor Agents, Established 1918, 247-255, Sherwood St., near Forest Rd., Nottingham. Tel. Nottingham 4456-9. [C3434]

**SEATER**, 1947 L.H.D., Packard Clipper Sedan, ideal continental touring, few miles, leather, cream, cupholders, etc., body wonderful condition; £765. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

**C**HRYSLER Hydramatic fluid drive 8-cyl. 1947 (restored) 1.h.d. New Yorker power-operated drop head 6-seater coupe, air conditioning, push-button radio, one owner, bargain. Alps & Saunders 215, Hazelstock Hill, Belize Park, N.W.3. Tel. 4441. [C4027]

## American Cars Wanted

ATTENTION!!!

**S**IMPSONS, The American Car Buyers, require all American cars—Wembley 8691-3903. [C4018 R]

**J**OE THOMPSON (MOTORS) Ltd., require American cars—91-95, Fulham Rd., S.W.3. Kensington 4588.

**B**RITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars—Upper St. Martin's Lane, W.C.2. Tel. 554-69. [C4020]

**T**AYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C1035]

**P**OST-WAR 4-door saloon, preferably 8-cylinder, t.h.d., low mileage, really first-class condition, advertiser will be in London from the 14th—Gidwell, Chrysop. Redruth. [C3528]

## American Cars Spares and Service

**WE** specialize in repairs, parts, sell your car for you! Reasonable prices—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C4048]

## ARMSTRONG SIDDELEY

**P**&**J**ASS & JOYCE, Ltd. (England's largest distributors). [C4018 R]

**1951** Armstrong Siddeley Lancaster saloon, black, pre-selector gears, immaculate condition; £745. 1 week's free trial; guaranteed; deferred terms available—184, 188, Gt. Portland St., W.1. Museum 1001. [C5039]

**R**AYMOND WAY.

**R**AYMOND WAY OF KILBURN.

**R**AYMOND WAY, the hire-purchase specialists.

**1946** Armstrong Lancaster 4-door 6-light saloon, stord and unused one year, reconditioned engine fitted in May, 1952, manual gear box, immaculate throughout; 3996 miles.

**H**IRE PURCHASE terms to fit the spot with no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maid Vale 6044, connecting all branches and depots (Kilburn Park Station, Bakerloo line 150 yards). [C4047]

**T**OM GARNER, Ltd., offer:—

**1951** Armstrong Siddeley Whitley (4-Light) saloon, Langham grey, heater, loose covers; £695.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Tel. 9284-7. [C2020]

**G**UY SALMON AUTOMOBILES, offer:—

**1950** Armstrong Siddeley Hurricane, 23,000 miles, one owner; £585—Portsmouth Rd., Thame, Ditton, Emberbrook 5551-2. [C4001]

**H**.A. SAUNDERS, Ltd., Golders Green, offer:—

**1947** Armstrong Siddeley 16 Hurricane, drop head coupe, one owner, maroon red leather, highly recommended; £350.

**A**RTSMITH HOUSE, 130-144, Golders Green Rd., Golders Green, W.8. Cunningham 5936. [C2010]

**K**IRKWOOD CARS buy pre-war Armstrong.

**S**HREWDINE, 18hp 1951, partition, forward operating, private, chauffeured, competitive mileage, black, immaculate, certified mechanically; £895. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1000]

## ARMSTRONG SIDDELEY

**1938** perfect condition, taxed for year, mileage 28,000; £225—Smith, Copse Close, Woking. [C3427]

**J**ACK ROSE, Ltd., offer:—1952 Armstrong Siddeley 16hp saloon in black with brown hide, low mileage, absolutely unmarked inside and out; £795—Stainesford Rd., Wallington, Surrey. Wallington 6677. [C2026]

**1941** black, radio, leather, high quality car in magnificent condition; £325—B. & H. Motors, 1464 E. High Rd., Whetstone (Finchley), N.20. Tel. Hillside 6671. [C1020]

**1939** Armstrong Siddeley 16hp saloon, finished black brown, 51,000 miles with one owner only, immaculate; £1,000—Elspars Garage, 583, Bath Rd., Slough, Bucks. Tel. Burgham 120.

**1950** fourseater coupe, black with off-white leather hood, immaculate throughout; £595. 3 month's written guarantee—Brown's Garage, Loughton (Essex) 2262 (Tube).

**1951** (May) Armstrong Siddeley Whitley saloon, well maintained, £695 exchanges, deferred terms—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Tel. 4274. [C4025]

**ARMSTRONG SIDDELEY** limousine, 7-passenger, 21.25hp, 20-25hp, blue/black, leather and cloth interior, exceptionally clean, perfect mechanical condition, must be sold, offers—Meakers' Motors, 100 North St., Bridgwater. Tel. 2061. [C2022]

**345** (Aug.) Armstrong Siddeley Whitley saloon, well maintained, £695 exchanges, deferred terms—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Tel. 4274. [C4025]

**ARMSTRONG SIDDELEY** limousine, 7-passenger, 21.25hp, 20-25hp, blue/black, leather and cloth interior, exceptionally clean, perfect mechanical condition, must be sold, offers—Meakers' Motors, 100 North St., Bridgwater. Tel. 2061. [C2022]

**345** (Sep.) Armstrong Siddeley drop head coupe in specification, one owner, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C3401]

**£250** (Oct.) Armstrong Siddeley 16hp saloon, one owner since new, with guaranteed genuine mileage under 50,000, frankly this vehicle looks and runs like brand new, no one could believe it's 17 years old; its magnificence with 100,000 more miles of life still left in it, also choice of either 148 or 175, also Hurricane drop head coupe in specification, 3 months' guarantee; hire purchase, exchanges—Rowland Smith, Hampstead (Hampstead Tube). [C3401]

**ARMSTRONG SIDDELEY** limousine, 7-passenger, 21.25hp, 20-25hp, blue/black, leather and cloth interior, exceptionally clean, perfect mechanical condition, must be sold, offers—Meakers' Motors, 100 North St., Bridgwater. Tel. 2061. [C2022]

**345** (Nov.) Armstrong Siddeley drop head coupe in specification, one owner, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C3401]

**ARMSTRONG SIDDELEY** 16hp Saloon, 1951, £1,000—Rowland Smith, Hampstead (Hampstead Tube). [C3401]

**AMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 2222 (East Finchley 1951).

**L**IMOUSINE, 18hp 1951, partition, forward operating, 7-seats, private, chauffeured, competitive mileage, black, immaculate, certified mechanically; £895. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1000]

**ARMSTRONG SIDDELEY** Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Armstrong Siddeley—Hampstead (Tube). [W4018 R]

**C**HALES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6265. Official Armstrong Siddeley retailers and agents.

**S**ERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

**K**IRKWOOD CARS buy pre-war Armstrong.

**S**HREWDINE, 18hp 1951, partition, forward operating, 7-seats, private, chauffeured, competitive mileage, black, immaculate, certified mechanically; £895. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1000]

**ARMSTRONG SIDDELEY** Cars Wanted

**R**OWLAND SMITH'S joint distributors; spare parts from 1632, Frank Moseley (A. S. & S. Ltd., The Depot, Stew Rd., St. Birmingham, 18, Eng. 0916. [C548]

**P**ASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—164-188, Gt. Portland St., W.1. Museum 1001. [C1035 R]

**XXX** H. F. Edwards offer immediate cash for good Armstrong Siddeley cars—Details, please, to 200 Great Portland St., London, W.1. Tel. Langham 0014. [C2020]

**7-SEATERS** 1951-52, private 18hp Limousine, also 25hp reasonable mileage 1938-39 Limousines.

**A**lps & Saunders Ltd., 2, Providence Court, North Audley Street, Mayfair 2941. [C1000]

**ARMSTRONG SIDDELEY** Spares and Service

**A**RCOT ENGINEERING, Ltd.

**ARMSTRONG SIDDELEY** specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

**P**RESELECTOR gear boxes; exchanges, reconditioning 421-423, High Rd., Eng. 7501. Tel. 169. Fulham Rd., Chelsea, W.3. Ken 7501. [C2027]

**H**ENLIES, Ltd., Cheetah Hill Rd., Manchester, E.6. [C2028]

**H**ENLIES have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deangate 621-622.

**R**EPAIRS at reasonable prices: parts, gears, recon-

**F**ITTERS, Ltd., 19, Winchester Mews, N.W.3. Primrose 2647.

**P**ASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, provide a mobile service and clientele for the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts—Works: The Hyde, Edgware Rd., Hendon, W.9 (Colindale 5431). [C1060 R]

**ASTON MARTIN** Specialists.

**S**LOCOMBES, Ltd.

**WE** are proud to offer the following Aston Martin at £4,050, which price may appear excessive prior to inspection and demonstration.

**SPECIFICATION**:—1953 model registered 1952, in dark blue with beige interior, D.B.II, with extras of wine mirrors, Marchal spot lamps, badge bar, fitted heater and various other small items.

**H**IGHLY DESIRABLE, 1952, 2-door, 1.5 litre, 4-seater, automatic transmission and overdrive fitted Oct. 1952, at 5,000 miles by works this month; present property of Mr. Slocome.

**WE** would welcome part exchanges, especially XK120 and our Mr. T. P. Dawe would be pleased to receive enquiries at Slocomes, Ltd., Dudden Hill, Hillside 6671. [C4047]

**ASTON MARTIN** Mk. II 1½-litre 1954 4-seater, long A chassis No. EA/429, silver grey with maroon hood, tonneau and upholstery, first-class performance and 27 mpg, good tyres and batteries, spares; £275, quick sale; inspection and trial by appointment—Jack King, 7, Belgrave Rd., Southport, Lancs. Tel. 67315.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ASTON MARTIN

AUTOMOBILIA, Ltd., offer:-

**A1953** Aston Martin DB2, vantage engine, twin exhaust, Alfin drums, specially tuned, will exceed 120 mph, black, red leather, radio, heater, screen washers, low mileage, one owner; this undoubtedly one of the fastest and most attractive cars of this type in the country. £2,000.

**WE** also have available for the enthusiast a 4.1 litre complete, suitable for sprints and hill-climbs: £75.—Automobilia, Ltd., Pinewood Garage, Dorking 4504 3891.

H. W. MOTORS, Ltd., offer:-

**A1952** Aston Martin DB2 saloon, finished blue, H.M.V. leather, fitted vantage engine and H.M.V. radio, 25,000 miles guaranteed, history and service details available; £1,725.—H. W. Motors, Ltd., Walton-on-Thames 2041 5424.

GUY SALMON AUTOMOBILES offer:-

**A1953** Aston Martin DB2 saloon, 6,000 miles only, dark blue/beige upholstery, chromium-plated wire wheels, faultless condition; £950.—Portsmouth Rd., Thanet. Buses 1000, 555, 555A, 555B. (C1042)

BROOKLANDS, Aston Martin Sole Distributors.

D.B./4 models available for show and demonstration.

**A1953** Aston Martin D.B.2 saloon, Vantage engine, Alfin drums, twin exhaust; £1,850.

BUY or sell with confidence; open 9 until 7.

**A103** New Bond St., London, W.I. Mayfair 8551-02.**A1953** Aston Martin D.B.2-4, moonbeam green, first registered March, 1954, mileage under 5,000.

W. MAIDENS, Sleaford, Lincs. Tel. 135.

**A1953** Aston Martin DB2 sal., blue/beige leather, radio, 6,700 miles; £1,150.—May 30th. (C1030)

PERFORMANCE CARS, one from £1,150.

Peted cars large selection of pre-war Aston Martinas.

**A1953** ASTON MARTIN 2-litre short chassis 4-seater, 1938, £375.**A1953** ASTON MARTIN 1½ Le Mans short chassis, 1935, £375.**A1953** ASTON MARTIN 1½ Mk II tourer, 1936, £375.**A1953** ASTON MARTIN 2-litre Special, ex-Horsfall, £595.**A1953** ASTON MARTIN 1½ International tourer, 1932, £165.

IMMEDIATE hire purchase, insurance and part exchanges; man/other in stock.—See under "Sports Cars".

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex, Ealing 8841. (C1041)

**A1953** Aston Martin DB2, 9,000 odd miles, beautiful condition; £1,995.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215.

## Aston Martin Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash price for Aston Martin—Hampstead (Tube), N.W.3. (C1042)

A STON MARTIN cars wanted for cash; full details—Friary Motors, Ltd., Old Windsor, Windsor 2002-3.

Friary Motors, Ltd., Old Windsor 2002-3.

A STON MARTIN Spares and Service

Friary Motors, Ltd., Old Windsor.

A STON MARTIN main dealers.

**S**OLO suppliers of spares for all Aston Martin cars produced up to 1940, including servicing facilities, 2-litre reconditioned engines available.—Sims Rd., Old Windsor, Tel. Windsor 2002-3.

## A STON MARTIN SEVEN

AUSTIN 7, Special, tax'd, rebuilt 1950, 2-str hood; £100.—Tel. Pal. 4215. (C1052)

**A1953** AUSTIN 7, 1934, good mechanical condition; £60.

Owner gone abroad.—66, Berkeley Ave., Reading, Tel. 2536.

**A1953** Austin 7, 1937 Nippy sports 2-seater, £165.

hood, very good condition, terms exchanges; last open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). (C1043)

6041.

**A1953** Austin Seven Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:-

**A1953** AUSTIN A30 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

H. A. SAUNDERS, Ltd., Golders Green, require:-

**A1953** AUSTIN 7 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash price for Austin 7.—Hampstead (Tube), N.W.3. (C1042)

Ham. 6041.

## A STON A30

BENTALLS, Ltd.

**A1953** (December) A30 2-door saloon, heater, 1,000 miles; £520.—Kingston-on-Thames, Kingston 1001. (C1043)

CAR MART, Ltd.

LONDON Distributors.

**A1954** Austin A30 2-door saloon; £540.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

PHILIP RICKARDS Ltd., offer:-

**A1954** Austin A30 saloon, black, 4-door, 100 miles only, part exchange, deferred payment; £540.—Brick St., Park Lane, London, W.1. Grosvenor 4772-3.

100 miles—Week-old Austin A30 saloon—Weybridge 600.

**A1954** model Austin A30 4-door saloon, heater, spot lamp, interesting inside new, £550.—Autoworks, Ltd., Winchester 4884.

**A1954** Austin A30 Cars Wanted

**A30** (1953 required) cash; collection anywhere—Tel. Derby 45570. (C250)

RICHARDS &amp; CARR buy Austin A30—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

## Austin A30 Cars Wanted

## C

M

**T**HE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars. Austin House, 297, Euston Rd., N.W.1. Tel. 1212. (C1025) R

**H. A. SAUNDERS, Ltd., Golders Green, require:-****A1953** Austin 8 cars for cash

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30—Hampstead (Tube), N.W.3. (C1041)

Ham. 6041.

## AUSTIN EIGHT

**A1947** Austin 8 saloon, black, sliding head, reconditioned engine, good condition; £325.—Masterton 299. (C1029)

Austin 8 saloon, 9-door, 1950, £325.

**A1947** Austin 8 4-door sun saloon immaculate 50-52, Cricklewood Broadway, N.W.2. Gladstone 3501 and 7632.**JACK ROSE, Ltd., offer:-** 1947 Austin 8 4-door sun saloon, very clean inside and out, 22,000 miles since new, £395.—St. Albans Rd., Watlington, Surrey. (C1056)

Wallington 6677.

## AUSTIN EIGHT Cars Wanted

**P**RIVATELY owned Austin 8—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768.**WANTED** for private owner Austin 8 or 10, £600.**A1947** Austin 8—5, Canterbury 1650. (C229)**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8—Hampstead (Tube), N.W.3. (W4018) Ham. 6041.

## AUSTIN TEN

**H. A. SAUNDERS, Ltd., Golders Green, offer:-****A1946** Austin 10 sunshine saloon, splendid condition; £325.**A1947** Austin 10 Cambridge saloon, black, very good condition; £190.**MAGDALEN MOTORS, Ltd., 311, Victoria Rd., Wandsworth Common, S.W.18. Battersea 7873.****A1949** (July) Austin 10 Somerse de luxe, black with brown interior, fitted heater, one owner, 22,000 miles only, an unmarked car in really exceptional condition. £565.**PHOENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121.****A1953** (July) Austin 10 Somerset de luxe, £595.**A1952** (July) Austin 10 de luxe saloon, one owner, fitted heater, well-moved—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055)**ALWAYS** a selection of Austin A30s with a written guarantee, free delivery and free after-sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252.**A1954** (July) Austin continental coupe, £1,000; £585—Godalming 312, evenings. (C1022)**A1949** Austin A40 one owner, absolutely unmarked £485; 3 months guarantee, terms and exchanges.**JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 2416, and 5774.** (C1054)**A1945** Austin 10 1949 saloon, in exceptionally good condition throughout; choice 2: many others.**BENMOTORS, Ltd., 1, Clarendon Rd., Holland Park, London, W.11. Park 8066-7. (50 yds. Holland Park Tube Station) Tel. 2960.** (C1017)**A1953** Austin A40 saloon, 1954, new or low mileage £490.**A1947** Austin 10 sun saloon, blue/blue leather, excellent throughout; £335.**G. W. WILKIN, Ltd., Lion Gate, Hampton Court, Mol. 6109.** (C4055)**A1947** Austin 10 saloon, rebored engine; £510, payments—Vaughan, 17, Astwood Mews, S.W.1. (C4056)**A1947** Austin 10 saloon, excellent value, £375. (C1049)**A1947** Austin 10 saloon, £250—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)**A1947** Austin 10 saloon, £215—mechanically and body good throughout—Kings Motors, 1, High St., Hounslow. (C2049)**A1947** Austin 10 4-door de luxe saloon, £90 down—Bray Motors, 180-182, West End Lane, N.W.6. (C4049)**A1947** Austin 10 drop head coupe, £155; 3 months' bodywork, clean interior, also Austin 10 saloon, good all-round condition, gift £111; 3 months' guarantee; hire purchase, exchanges.**AMBS OF WOOD GREEN, Finchley Showrooms, L. 421-422, High Rd., Finchley, N.12. Finchley 1552.** (C2052)**A1947** Austin 10hp saloon, overhauled engine 5,000 miles ago, clear car in very good order, any trial; £225 or £75 deposit, balance over 18 months, exchanges, insurance—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106.**AUSTIN Ten Cars Wanted****R**OWLAND SMITH'S, the Car Buyers.—Highest cash price for Austin 10—Hampstead (Tube), N.W.3. (C1041)

Ham. 6041.

**H. A. SAUNDERS, Ltd., Golders Green, require:-****A1953** Austin 10 cars for cash

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

**GARDNER & CO. (HENDON) will buy your Austin 10.—Hendon 5559 and 8460.** (W2074)

## AUSTIN A40

**CAR MART, Ltd., LONDON Distributors.****A1952** (March) Austin A40 Somerset saloon, heater; £635.**A1953** Austin A40 Somerset saloon, sliding head, heater; £685—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (C1039)**ELM AUTOSALES offer:-****A1949** Austin A40 saloon in black with beige leather, sun roof, radio, engine not yet run after overhaul; £850.—Elm Autosales, 68, Hartfield Rd., Wimborne, S.19.12. (C2067)**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. (C2040)****HAROLD SIMONS, Ltd., offer:-****A40** Countryman.—See under Utilities.**HAROLD SIMONS, Ltd., offer:-** (C4065/1)**A1952** Austin A40 saloon, £430.**A1951** Austin A40 saloon, special export model; £430.**A1951** Austin A40 saloon, £430.**A1951** Austin A40 saloon,

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN TWELVE

NORMAN AUTOS offer:-

**1938** Austin 12 saloon, excellent throughout. £225; also £59 12. £250.**NORMAN AUTOS**, 352 London Rd., West Croydon.

Tel. Thornton Heath 4657. [C311]

**H. A. SAUNDERS**, Ltd., Golders Green, offer:-**1936** (March) Austin 11.9hp Ascot sunshine, one owner, saloon, grey and grey hide, nicely recommended. £200.**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]**1938** Austin 12, one owner, £255; 5 months' guarantee, £745. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]**JACK WILLIAMS MOTORS**, Ltd., 169 Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]**1938** Austin 12 blue saloon, hide, 43,000 miles only. £225. Wheeler, Buntingford, Herts. [C3011]**1938** Austin 12 Ascot lux saloon, excellent condition. £195. A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai 4723. [C1011]**1936** Austin 12 saloon, one owner, good condition throughout. £165. L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C4072]**AUSTIN** 12/20 1936 sun roof, heated heater, taxed 1 year, lady owner, really outstanding condition. £380. Northwood 2760 after 6 p.m. or week-end. [C368]**Austin Twelve Cars Wanted****H. A. SAUNDERS**, Ltd., Golders Green, require:-**AUSTIN** 12 cars for cash.**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]**AUSTIN** 12 cars for cash.**AUSTIN** 12 cars for cash.

## AUSTIN SIXTEEN

**TAXI-HIRE**, Special 4-door partitioned black brown leather, occasional facings rear mileage, spotless condition, certified mechanically. £745. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

**Austin Sixteen Cars Wanted****H. A. SAUNDERS**, Ltd., Golders Green, require:-**AUSTIN** 16 cars for cash.**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4004]**HIRECAR** Limousines urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

## AUSTIN 70 &amp; A90

**JACK ROSE**, Ltd., offer: 1950 (November) A90 Atlantic electric convertible, in maroon, clean inside and out, tax'd £575; 1953 (April) Austin A70 saloon, on black with red leather upholstery, absolutely unmarked inside and outside. £575. Stamford Rd., Wallington, Surrey. Wallington 6677. [C5056]

**Austin A70 and A90 Cars Wanted****C M**

**THE CAR MART**, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C552 R]

**H. A. SAUNDERS**, Ltd., Golders Green, require:-**AUSTIN** A70 and Austin A90 cars for cash.**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]**AUSTIN** A90, late model, low mileage, wanted privately.—Box V.970, Lee & Nightingale, Liverpool. [W3016]**TOP** price paid for A70 or similar type car, trade or privately.—54 Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]**WHY** accept less for your Austin A70 saloon or shooting brake when you can get its full market value from**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006]**AUSTIN** A90 hard top saloon wanted in exchange for Triumph 2000 Roadster.—Grindell, "White Stacks," Shilton, Coventry. [S588]**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

## AUSTIN EIGHTEEN

**NORMAN AUTOS** offer:-**1938** 9 Austin 18 Norfolk saloon, exceptionally good condition. £175.**NORMAN AUTOS**, 352 London Rd., West Croydon.

Tel. Thornton Heath 4657. [C312]

Passenger 1938 Windsor Saloon, blue leather, original owner, certified mechanically, another brown leather, originally owned, selection from £485. Alpe &amp; Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

**Austin Eighteen Cars Wanted****H. A. SAUNDERS**, Ltd., Golders Green, require:-**AUSTIN** 18 cars for cash.**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

7-PASSANGER privately owned 1938 39 Limousines, 1938 39 Sedans, urgently required, cash waiting. Alpe &amp; Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

## AUSTIN TWENTY

**1937** Austin limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**Austin Twenty Cars Wanted****H. A. SAUNDERS**, Ltd., Golders Green, require:-**AUSTIN** 20 cars for cash.**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]**MAYFAIR**—1937 38 Limousines wanted, must be in good condition, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]**AUSTIN TWENTY-FOUR****1938-9** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 23 1938 1939 (Oct.), black, leather, occasional, division, engine good order, recently reconditioned, new carpets, been used exclusively for funeral work. £140.—A. Brown (Worthing), Ltd., 5, Becket Rd., Worthing 1266. [C1015]**AUSTIN TWENTY-FIVE****1939-8** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 25 1938 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN TWENTY-SIX****1940** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 26 1940 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN TWENTY-SEVEN****1941** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 27 1941 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN TWENTY-EIGHT****1942** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 28 1942 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN TWENTY-NINE****1943** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 29 1943 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY****1944** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 30 1944 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-ONE****1945** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 31 1945 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-TWO****1946** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 32 1946 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-THREE****1947** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 33 1947 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-FOUR****1948** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 34 1948 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-FIVE****1949** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 35 1949 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-SIX****1950** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 36 1950 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-SEVEN****1951** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 37 1951 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-EIGHT****1952** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 38 1952 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-NINE****1953** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 39 1953 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-TWO****1954** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 40 1954 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-THREE****1955** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 41 1955 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-FOUR****1956** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 42 1956 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-FIVE****1957** one owner, private.—Write BCM NZA, London, W.C.1. [C448]**AUSTIN** 43 1957 Limousine, 7-passenger division, face forward, excellent condition throughout. £225; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 and 5668. [C3054]**AUSTIN THIRTY-SIX**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A125 &amp; A135

BROOKLANDS. Individually, new and used cars.  
1950 series Austin Princess.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029]

GORDON CARS (LONDON), Ltd., Spe. 4701.

1949 Sheerline sliding head saloon, an immaculate specimen in black/beige leather, radio/heater, fog lamps, two owners. £655.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube station), N.W.11. Spe. 4701.

1952 Austin Sheerline saloon, genuine 17,000 miles, one owner, radio/heater. £875.

RIPCO, Ltd. (Sheerline purchased), 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C1052]

FUNERAL Trade Sheerline Hearse immediate delivery, inspection invited. Brochure posted. Attention Address!!!

ALETT AND SAUNDERS (COACHBUILDERS), LTD., Head Office, Station Approach, Kew Gardens, Richmond 1161. [C2942]

1951 Model (Dec. 18) Austin Sheerline, one owner who has moved abroad, immaculate condition. £625.

G. T. HARPER, London Rd. Garage, Stevenage 700. After 6.30 p.m. 294. [C1052]

£750 Austin Princess de luxe saloon, fitted all vehicle literally like brand new; 3 months' guarantee; hire purchase exchanged.

LAMBS OF GOD, GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C1052]

1949 Austin Sheerline saloon, black, with beige leather, fitted heater, radio, sun roof, screenwashers and puncture-proof tyres, immaculate car. Taxed year. £595—Victoria Motors, 32, Longgate, opposite Victoria Station, Manchester, 3. Blackfriars 1542. [C1056]

LIMOUSINE privately chauffeured 7-passenger partitioned Sheerline, small mileage. £1045. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair—2941. [C1006]

## Austin A125 and A135 Cars Wanted

C  
M  
THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars. Offer—House 150, Park Lane, W.1. Grosvenor 5434. [C1052] R  
H  
A. SAUNDERS, Ltd., Golders Green, require.—

AUSTIN A125 and Austin A135 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

7-SEATER Sheerline Limousine required, cash waiting. Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair—2941. [W1006]

Austin Hire Cars Wanted

WANTED 1952-53 Austin 16 hire car (limousine), low mileage. O'Dwyer, 13, Everside Ave., Liverpool. [3369]

## Austin Miscellaneous Cars Wanted

R  
OWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin—Hampstead (Tube), N.W.5. Ham, 6041. [W4018/R]  
MARSTON MOTOR Co., for your Austin—Tel. Sta. 2008. Seven Sisters Rd., Tottenham, N.15. 1058/R  
TEVERIDGE AUTOMOBILES, Ltd., the Austin distributor, urgently require late type Austin—Tel. Westbridge 2353. [C1054/R]

XXX H. F. Edwards offer immediate cash for good Austin cars. Details, please, to 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

## Austin Spares and Service

A  
FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 5 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.19. Wim. 0123. [C1041/R]  
THE CAR MART, Ltd.

L  
ONDON distributors; spare parts for all model cars and trucks.

T  
HE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600) and 382, Streatham High Rd., S.W.16 (Streatham 0054). [C1050/R]

NORMAND, Ltd.

T  
HE best service ensures a longer car life.

B  
RING your car to 405-9, King St., W.6. Riv. 3665. [C1023]

C  
G NORMAN & Co.,

A  
UTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [C271/R]

U  
SE of genuine spares and specialist service in the West End.

S  
MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C1050/R]

AUSTIN, the main agents for spares, service and repairs.

TEL. Leicester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 5151-4. [C1026/R]

AUSTIN spares, any year, any part; largest stockists in U.K. exchange units.—Tyr Northwood's first—44-47, Newtonian Causeway, S.E.1. Hop. 2332/2620. [C1072/R]

AUSTIN 7 spares.—Largest stockists, lowest prices, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [C1048/R]

P  
RYNN & STEVENS, Ltd., the South London Austin Parts and Service unit in Brixton, 10488/R. Change engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [C1084/R]

## Austin Spares and Service

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockist, Garage House, Green West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 555-5, 1000. R  
ECONDITIONED guaranteed 7, 10, 12 exchange repaired, new gears, parts, overhauls.—Tarrant & Frazer, 10, Winchester, N.W.3. Primrose 2647. [C1040]

## AUSTIN-HEALEY

1954 model Austin-Healey, 3,000 miles, overdrive, heater, one owner. £995.

R  
IPOCO, Ltd., (Austin-Healey purchased), 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C1052]

1954 Austin-Healey, small mileage, blue.—Particulars: Evans Motors, Ltd., Carmarthen. [C1051]

1954 Austin-Healey, small mileage, blue.—Particulars: Evans Motors, Ltd., Carmarthen. [C1051]

taxed over 100,000 miles of extra radio, steering wheel overdrive, control bar. £1,035. complete exchange saloon car.—Tel. Buckhurst 1773. [C1052]

## BENTLEY (3½, 4½-litre and New 4½-litre)

J  
B  
EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentleys, plain and standard for steel body, open until 8 p.m. EXAMPLE, 1950 open saloon, Finsbury 1000, 10,000 miles, painted cream and black and upholstered in beige leather, 13,000 miles. £3,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open till 8 p.m. Tel. 7448. [C1082]

R  
IPPON

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IPPON BROS., Ltd.

THE Northern Bentley specialists, offer the following cars, in first-class condition:—

1952 (October) Bentley standard steel saloon, big car, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000. £5,500.

1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 35,000. £2,550.

FOR further details apply to:—

R  
IPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [C1096]

R  
ACRES offer:—

1953 Bentley 3½-litre saloon, green with brown leather upholstery. Bentley standard and maintained, appearance in post-war condition. £5,950.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapton Park Rd., S.W.4. Tel. Macaulay 2211-2 P  
B  
L  
P  
Ltd., offer:—

1954 (August delivery) 3½-litre Bentley, Freestone & Webb matted edge sports saloon, black.

PADDEON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C1053]

H. R. OWEN, Ltd.

LONDON leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Standard steel saloon, with fully automatic gear box, black with brown hide, as new, list price.

1953 Standard steel saloon, two-tone grey with red hide, 9,000 miles. £3,950.

1953 Standard steel saloon, large boot, black.

1951 Tudor green with beige hide. £3,775.

H. J. Mulliner sports saloon, silver grey with blue hide. £4,250.

H. J. Mulliner sports saloon, black with brown hide. £3,950.

1951 Standard steel saloon, Tudor grey with grey hide. £2,950.

1950 Park Ward drop head coupe, power-operated hood, grey with grey hide. £2,450.

1950 Standard steel saloon with division, midnight blue with grey hide. £2,575.

1950 Standard steel saloon, black and grey with pale blue hide. £2,575.

1949 James Young 2-door razor-edged sports saloon, pale green with blue hide. £3,500.

1949 Standard steel saloon, 2-tone grey with pale blue hide. £2,350.

1948 Standard steel saloon, maroon with beige hide. £1,950.

1948 Standard steel saloon, black with brown hide. £1,875.

1948 Standard steel saloon, black with grey hide. £1,875.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3), 4½-litre and New 4½-litre)**

**1948** Bentley Mark VI std. steel saloon, mistletoe green, in excellent order, full history available, £1,900.

**A** FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874. 5. [12459]

**J** H. BARTLETT, Bentley 1951 standard steel saloon, 24,000 miles only, one owner, absolutely faultless.

£2,595.—Tel. 2724. 5. [12459]

**1947** Mark VI standard steel saloon, grey and black, mileage 39,000. £1,795.—Louis & Co., 56, Lancaster Mews, London, W.2. Padd. 9196. [C2069]

**1937** 4½-litre Bentley Park Ward saloon, in excellent condition, new tyres. £2,005.—Woking Moto. (Merton Hill), Ltd. Woking, 1225. [C4967]

**1937** Bentley 4½-litre Mulliner sports saloon, excellent body and mechanical condition, recent bills available. £615.—Macaulay (London) 7211. [328]

**E** DWARDS & CO., BOURNEMOUTH, Ltd. Tel. 1272.

**R** ELLIOTT, Ltd., officially appointed Bentley retailers and repairers, reliable used cars in stock [5361]

**1953** (April) Bentley 4½ sa. saloon, Tudor grey and maroon hide, bench-type front seat, low mileage. £1,750.—Robsons, East Putney, Tel. 4581. [C3016]

**R** OLLS-BENTLEY LTD., BIRMINGHAM, 1951 S.S. immaculate condition, chauffeur driven, twin exhausts, large bore, £2,900.—Tel. Cheshire 2291. [3258]

**1948** Bentley standard steel saloon, velvet green 69,000 miles, engine overhauled, full history available; £1,725.—Weybridge Autos, Weybridge 233.

**1936** model 3½-litre Bentley sports saloon by Rippon Bros., in black with blue upholstery. £625.—Holmes Garages, Ltd., Ashley Rd., Hale, Cheshire. [15253]

**31** Bentley special lightweight Mulliner sports saloon, complete recondition at Rolls, cost £1,000 spent on the car; £695; consider part exchange. Uxbridge 2062. [15413]

**1953** (July) Bentley 4½-litre large boot standard steel saloon, black and silver, 10,000 miles, as new throughout. £3,550.—Castle's, Church Rd., Leicester. [6252]

**1937** Bentley saloon, Gurney Nutting razor-edged black and brown, good condition. £750.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Tel. Moesley. Bentley 3½-litre, 4-door super sports saloon. [15226]

**1934** most excellent condition throughout (history available); £2545.—Jacquier, Ltd., 225-7, Hammerton Rd., W.6. Riverside 6677-8. [C2043]

**BENTLEY** 4½-litre standard steel saloon 1952 (July).

Total mileage 10,000 miles, with brown hide upholstery and fitted heater and H.M.V. radio, in immaculate condition, one owner.

**N** EWBURY MOTORS, Ltd., Manor Lane, Halesowen, W.9. Tel. Halesowen 1641. 2. [15252]

**£375**—1934 3½ Bentley saloon by H. R. Owen, black/fawn leather, carpets, sliding head, instruction book, tools, discs, etc., very good condition for year. 22 mps. 5 doors—new. Booth, 35, Streatham Hill, S.W.2. Tel. 6103. Milnsbridge 1292 evenings. [15351]

**1936** Bentley 4½-litre Park Ward 4-door sports saloon, finished black, two owners, moderate miles, history condition throughout, well above average. £695; trade and part exchange. Invited—G. P. Morley, Ltd., 34, Streatham Hill, S.W.2. Tel. Hill 4488.

**1937** (registered January) 4½-litre Thrupp Saloon, capacious boot, black, excellent throughout. £675.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006]

**BENTLEY (PRE 1931)**

**P**ERFORMANCE CARS.—Good selection always available, written guarantee.—See under Sports Cars.

**B**ENTLEY 3½-litre tourer, Vanden Plas fabric body, first registered December, 1928. £200 or near offer. James Tweedie, Ltd., Moatmount Rd., Ayr. [3397]

**1929** Bentley 4½-litre Vanden Plas 4-seater sports in first-class condition. £275.—S. H. Newsome & Co., Ltd., Corporation St., Coventry. Tel. Coventry 5061.

**£275**—Bentley 3½-litre genuine short chassis Red Label open Vanden Plas sports 4-seater, modernized, rebuilt, re-registered 1951, magnificent condition, genuine bargain; 3 months' guarantee; hire purchase exchange. [C2052]

**L** AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**Bentley Cars Wanted**

**C**—**M** THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [10582 R]

**R** OWLAND SMITH'S, the Car Buyers—Highest cash prices for Bentley—Hampstead (Tube). N.W.3. Ham 6041. [W4018 R]

**P**RIVATE buyer requires 1939 or 1946 Bentley—Watson, The Bell, Pinner 158. [5273]

**R**EQUIRED, good used Bentley.—G. Edwards, Amiensbury Lane, Harpenden, Herts. [W2000]

**1948-9** Mk VI Bentley required, good price paid.

—Ross Motors, Ltd., Regent St., Hinckley 556. [12927]

**P**RIVATE buyer requires 1947 Mk VI drop head coupe.

Full details, history, to Sudborough, 552. Tel. 5356.

**H**ATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley. 71, Broad St., Midland 2437. [1057 R]

**WEYBRIDGE AUTOMOBILES**, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233.

[10540 R]

**WE** will buy or part exchange your Bentley for a new one—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064]

**WE** are open to purchase any type pre-war Bentley cars, complete or otherwise—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 5362. [1062 R]

**Bentley Spares and Service**

**A** LL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace, Tel. Livingstone 5362. [10490 R]

**Bentley Spares and Service**

**J**ACK BARCLAY (SERVICE), Ltd.

**L**ARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge, Finchley 2253. [S1062/R]

**C**HRLES FOLLETT, Ltd., officially appointed re-

**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

**S**PARE parts.

**S**ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7. [10592 R]

**BOND MINICAR**

**R**AYMOND WAY.

**R**AYMOND WAY OF KILBURN.

**R**AYMOND WAY, the hire-purchase specialists.

**1953** Bond Minicar, Mark C, many extras fitted, spare wheel included, 14,000 miles only, received to owner's specifications from new: 229gs.

**H**ave all parts to hand on the spot with no references, no formalities, guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Barberio and 150 yards).

**Bond Minicar Wanted**

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond—Hampstead (Tube). N.W.3. Ham 6041. [W1018/R]

**P**ROUD & CLARKE, Ltd., the Bond Minicar buyers, H.P. accounts settled; exchanges.—Stockwell Rd. S.W.9. Brixton 6251. [0543/R]

**Bond Minicar Spares and Service**

**R**AYMOND WAY for Bond Minicar repairs, spares and accessories. Bond Minicar service manager: no job too big or too small, free advice on Bond models, latest modifications can be fitted to older models if required.

**R**AYMOND WAY, of Kilburn. [10227 R]

**BRISTOL**

**H** W. MOTORS, Ltd., offer:—

**1952** Bristol 401 saloon, lavender grey, fitted radio, one owner, 29,000 miles guaranteed, outstanding condition throughout; £1,745.—H.W. Motors, Ltd., Turn-on-Thames 23045-6. [C2042]

**K**EVILL, DAVIES & MARCH, Ltd.,

**OFFICIAL Bristol retailers.**

**41**—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054]

**C**OOMBS & Sons (GUILDFORD), Ltd., offer:—

**1949** Bristol "400," colour black with beige leather upholstery, fitted with heater and radio. [C1057]

**C**OOMBS & Sons (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

**A**THONY CROOK offers new Bristol type 404. From stock.

**A**THONY CROOK offers 1954 Bristol type 404.

**A**THONY CROOK offers 1951 Bristol type 401.

**A**THONY CROOK offers 1948 Bristol type 400.

**A**NY type of used car taken in part exchange.

**A**THONY CROOK MOTORS, Head Office, Caterham Hill, Surrey. Tel. 2232, also.

**A**THONY CROOK MOTORS, 14-16, High St., Esher, Surrey. Tel. 4580 (showrooms for callers only, please). [C1065]

**U**NIVERSITY MOTORS, Ltd., guaranteed cars available.—80, Piccadilly, W.1. Grosvenor 4141. [C1066]

**1954** (April) Bristol 403 saloon, Cambridge grey, 1,200 miles only, radio, heater, tax'd. £2,650.—Below.

**1953** (July) Bristol 403 saloon, 11,000 miles, faultless condition, heather grey. £2,275. Tel. 2028.

Philip Foster, 106, High St., Uxbridge. Tel. 4202.

**1952** (June) Bristol 401, grey/green, 14,500 miles, new battery and tyres, immaculate; £1,725.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [C1058]

**1948** Type 400 Bristol saloon, modified chassis and body recently overhauled, colour black. £975.—A.F.N. Ltd., London Rd., Isleworth, Middlesex. [C2015]

**1947** Bristol 400, black, beige leather, radio, easily maintained and in first-class order, new. £1,725.—B. H. Morris, 76, Exmouth Rd., E.1. [C2015]

**BRISTOL** model 403 saloon, 1954 demonstration car, finished red with special grey leather upholstery, fitted heater, radio, absolutely as new in every way, offers—Cecil Kay, Ltd., 10-14, Essex St., Birmingham 5, Midland 3011. [10518]

**Bristol Cars Wanted**

**B**. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

**B**. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.9. Grosvenor 6303. [W2040]

**BRISTOL** 400 or 401 required, good price paid.—Tel. 558.

**B**. J. HUNTER, Ltd., Regent St., Leices. Tel. 2338.

**R** OWLAND SMITH'S, the Car Buyers—Highest cash prices for Bristol—Hampstead (Tube). N.W.3. Ham 6041. [W4018 R]

**A**. F. N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars—Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011). [10476/R]

**B.S.A.**

**1938** B.S.A. Scout 4-seater, taxed and insured: £153.—Buck, 23, Winton Ave., New Southgate, N.11. [2860]

**225**—B.S.A. Scout, late 1940 10hp sports 4-seater, black, green leather, excellent condition; exchange list; open 9-7 week-days and Saturday days. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**B.S.A. Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for B.S.A.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

**B**. S. A. Spares and Service

**B**. S. A. comprehensive stock, wholesale and retail—161, Gt. Portland St., W.1. Langham 7755. [0144 R]

**BUGATTI**

**S**PORTING 4-seater T57: £625.—J. Lemon Burton, Lonsdale Rd., London, N.W.6. Maids Vale 1551. [C1901 R]

**B**UGATTI Type 40, completely rebuilt, but in chassis form only and fitted with modern 6-cyl 3½-litre engine giving 110 b.h.p., weight approx. 13cwt.; sale to enthusiast, straight work done; offers around £150.—J. H. Parkin, Merelbrook Camp, Malvern Wells. Malvern. [3589]

**Bugatti Spares and Service**

**J**. LEMON BURTON, bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1551. [C1901 R]

**BUICK**

**A**CRE'S offer:—

**1946** (reg.) left-hand drive Buick Clubman 2-door sedan, fitted radio and heater, immaculate condition. £1,375. [C1901 R]

**A**CRE'S AUTOS, Ltd., 136-138 Streatham Hill, London, S.W.12, Tulse Hill 1909. [C1902]

**BUICK**

**A**NDREW SIMONS, Ltd., offer:—

**1938** Buick 8, one owner, radio, coachwork in outstanding condition, this car has been most carefully maintained throughout since new, mechanically excellent: £375; trade enquiries welcomed; 5 years' written guarantee; free service after sale, exchanges, delivery, service, £39-401. High Rd., East Finchley N.2 (at North Circular road). 3 minutes Trolley East Finchley Tube. Finchley 0052-3.

**BUICK**

**1951** (reg.) left-hand drive specimen car.

**R**HD. THOMPSON (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4585. [C1902]

**1939** (reg.) 1939—Thomas. Sho. 5416. [C1935]

**BUICK**

**S**ole concessionaires Lendum & Hartman, Ltd., have available the following in their showrooms:—

**1938** Buick, fitted with Maitby drop head 4-door all-weather saloon, this car has been maintained in our works, and is in quite good condition; open to any responsible.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903]

**BUICK** 8, and M 7-passenger limousine, ideal hire car. Tel. 0136.

**R**OSE & YOUNG, Ltd., offer 1939 Buick 8, black, 6cyl. 3½-litre, 13cwt. saloon, immaculate condition, black. £265. [C1905]

**S**OLE concessionaires Lendum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C1905 R]

**1947-8** R.H.D. Buick saloon wanted, price or part exchange. Tel. 544-5. [C2263]

**Buick Cars Wanted**

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., the Buick, Wembley 8691-3903. [W4015 R]

**J**OE THOMPSON (MOTORS), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4586. [C1906 R]

**1947-8** R.H.D. Buick saloon wanted, price or part exchange. Tel. 544-5. [C2263]

**Buick Spares and Service**

**B**. L. BUCK, LTD., Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 791. [C1907 R]

**R**EPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount—Tarrant & Frazer, 10, Winchester Mews, N.W.3 Primrose 2647. [C2264 R]

**CADILLAC**

**S**IMPSON'S offer:—

**1947-8** Cadillac convertible, 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

**S**IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-5903. [W4015 R]

**C**ADILLAC (1949) 2-door, 1951 and 1952 60 specials.

**C**ADILLAC (1949) 2-door, 1951 and 1952 60 specials.

**F**ARZER, LTD., registered 1947, type La Salle grey saloon, 13cwt. 6-cyl. 3½-litre, L.R.D. 1950. [C1908 R]

**C**ADILLAC—1950 Cadillac 6267 convertible with electrical operated hood, paintwork and chassis in excellent condition, mileage only 29,000.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903 R]

**£250**—Cadillac 3½-litre 8/10-sir. 13cwt. limousine offered in true Bray Motors style at a fraction of its actual worth: £100 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

**C**ADILLAC—1950 Cadillac 6267 convertible with electrical operated hood, paintwork and chassis in excellent condition, mileage only 29,000.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903 R]

**£250**—Cadillac 3½-litre 8/10-sir. 13cwt. limousine offered in true Bray Motors style at a fraction of its actual worth: £100 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

**C**ADILLAC—1950 Cadillac 6267 convertible with electrical operated hood, paintwork and chassis in excellent condition, mileage only 29,000.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903 R]

**C**ADILLAC—1950 Cadillac 6267 convertible with electrical operated hood, paintwork and chassis in excellent condition, mileage only 29,000.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903 R]

**C**ADILLAC—1950 Cadillac 6267 convertible with electrical operated hood, paintwork and chassis in excellent condition, mileage only 29,000.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903 R]

**C**ADILLAC—1950 Cadillac 6267 convertible with electrical operated hood, paintwork and chassis in excellent condition, mileage only 29,000.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903 R]

**C**ADILLAC—1950 Cadillac 6267 convertible with electrical operated hood, paintwork and chassis in excellent condition, mileage only 29,000.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903 R]

**C**ADILLAC—1950 Cadillac 6267 convertible with electrical operated hood, paintwork and chassis in excellent condition, mileage only 29,000.

**L**ENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [C1903 R]

**C**ADILLAC—1950 Cadillac 62

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Cadillac Cars Wanted

**WANTED**, late type Cadillac, or similar.—Jackson, Cobb Farm, Harthill nr. Sheffield. Tel. Clivene 70. **SOLE** concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.I. Hyde Park 7121.

## Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10012/R]

## CHEVROLET

**SIMPSON'S** offer:-

**RHD** 1952 Chevrolet, all extras, immaculate condition, dual green, low mileage.

**1952** Chevrolet Super de luxe, 2-door, radio, heater, immaculate.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley, NW9/1 2903.

**SWANMORE GARAGE**, Ltd., offer:-

**1947** Chevrolet Fleetmaster, fitted new engine under 300 miles at cost £160. £252.

**SWANMORE GARAGE**, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544-43545.

**£125.** 1950 Chevrolet 2600 drop head coupe, runs well, looks good. £60 down.—Below.

**£95** offer at £50 down.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [C1024]

**RHD** 1951 Chevrolet 4-door de luxe sedan, 15,000 miles, only one owner.—Valentine 4674.

**1951** Chevrolet Styleline 4-door de luxe saloon, loose covers, 21,000 miles. £1,095.

**1953** Chevrolet Two-Ten series 4-door saloon, l.h.d. Powerglide transmission, heater, loose covers, 1,900 miles. £1,495.

**BUTLIFF & COLONIAL MOTORS, Ltd.** (distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. (Adl.) Leicester Square Tube Station. Temple Bar 3528.

**1948** r.h.d. Chevrolet Fleetmaster 4-door saloon, grey, excellent condition. £695. exchange entertained.—Smith, 41(4), King's Rd., Brighton. [23452]

**1949** Chevrolet Fleetline 4-door sedan, radio, heater, screen washer, loose covers, etc. £545.—Purslow, The Cedars, London Rd., Shrewsbury. Tel. 2214.

**1952** Chevrolet 2-door Styleline de luxe saloon, radio, heater, covers, 18,000 miles only. £945.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213.

## Chevrolet Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** the Chevrolet buyers—Wembley 3901/3903. [C1015/R]

**BUTLIFF & COLONIAL MOTORS, Ltd.** distribution for London and Home Counties require good Chevrolet cars.—Upper St. Martin's Lane (Adl.) Leicester Sq. Tube Stn.) W.C.2. Temple Bar 3588.

## Chevrolet Spares and Services

**R**EPAIRS at reasonable prices: parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Worcester Mews, N.W.3. Primrose 2647.

**CHEVROLET** spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adl.) Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3586.

## CHRYSLER

**SIMPSON'S** offer:-

**1949**-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 23,000 miles.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 3901/3903.

**H. A. SAUNDERS, Ltd.**, Golders Green, offer:

**1938** (June) Chrysler Kew Six 23.4hp 5/6-seater, sunshine touring saloon, highly recommended; £200.

**AUSTIN** House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

**1953** model Chrysler Windsor de luxe saloon, unmarked condition throughout and low mileage, automatic gear change with right-hand steering, radio, heater, sun roof, seat covers, new black leather with brilliant chrome plates, really exceptional condition. £2,250. terms and exchanges at—Johnsons, Ltd., of Nottingham, Established 1918, 247-253, Sherwood St., near Forest Rd., Nottingham. Tel. Nottingham 44568-9. [3435]

## Chrysler Cars Wanted

**AUTOSALES (LONDON), Ltd.**

**C**HRYSLER distributors will purchase all types of Chrysler vehicles—59-65, Belsize Rd., Swiss Cottage, N.W.6. Tel. 5555-2158. [C1045/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

## Chrysler Spares and Service

**AUTOSALES (LONDON), Ltd.**

**C**HRYSLER distributors spares for all models: exchanged reconditioned units in stock.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Tel. 5555-2158. [C1045/R]

**C**HRYSLER Special repairs, spares, exchange service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [C1056/R]

**C**HRYSLER and Dodge parts and reconditioned units, also sheet metal parts, all models 1935-40, repaired by experts.—Carson, St. John's Wood Roundabout, N.W.8. Tel. 0141. [A1352]

**R**EPAIRS at reasonable prices: parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.

## CITROEN

**HPG** 1948 Light 15 saloon, excellent mechanical condition, finished black cellulose just like new, chromium to match, very good brown interior with new covers, a joy to drive as only a good Citroen can be. £415. terms exchanges.—Highams Park Garage, Ltd., Beverley Rd., Highams Park, London, E.4. Tel. Larkswood 7208 2031. [C1098]

## CITROEN

**C. G. NORMAN & Co.**

**CITROEN** Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vaughan Bridge Rd., S.W.1. Vic. 2211. [0756/R]

**HAROLD SIMONS, Ltd.**, offer:-

**1948** Citroen Light 15 saloon, high compression head, twin carburetors, a speed gear box, 25 m.p.h., heater, twin spot lights, leather upholstery almost as brand new, most amazing performance, definitely an enthusiast's car! £495; trade enquiries welcome; 3 months' written guarantee; service after-sale, valuations deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2, at North Circular Cross Rd., 3 minutes Trolley East Finchley (Tube). Finchley 0207-3-4.

**JONH S. TRUSCOTT, Ltd.**, for Citroen [C4015]

**OFFICIALLY** appointed retailers: new models from stock, seven exceptionally fine post-war used models, including 1953 (May) Light 15, grey, red leather, 6,000 miles only, £795.

**ECHANGES**, deferred terms.

**173** Westbourne Grove, London, W.11. Bay. 4274. [C4025]

**DENHAMS GARAGE (ESHER), Ltd.**, offer:-

**1952** (Sept.) Citroen Light 15 saloon, black red leather, immaculate condition; £685; see also our advertisement on page 48.—High St., Esher, Surrey. Tel. 5560-1. [C1516]

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:-

**1950** Citroen Light 15 saloon, colour black with red leather interior, mileage 14,000. £250.

**1949** Citroen 1500 colour black with red leather upholstery in very fair condition. £395.

**1939** Citroen 6-cyl. left-hand drive saloon, mechanically in excellent condition. £225.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth [C1019]

**1952** Citroen 15 saloon, black, one owner perfect; £595.—Ealing 0554. [S214]

**1947** Citroen 15 saloon, superb order. £395.—Middlesbrough, Middlesbrough 0022. [S509]

**WORTHING MOTORS**, Ltd., Worth 71. [C474]

**1954** (April) Light 15 de luxe saloon, 1,200 miles only. £895.—Mansfield Autos, Ltd., Euston 2587. [C5001]

**1947** Citroen Light 15, immaculate, respray metallic, many extras, new chrome. £595.—Wallington 5324. [S542]

**1950** Citroen Light 15 saloon, magnificent, guaranteed. £440. payments.—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. [C4058]

**1939** universals G.V. P. gear box, new drive shafts, relined, heater.—Box 5696. [S119]

**LIGHT** 15 Citroen saloon, 1950, spotless condition, modifications; £455, exchange coupé. [S227]

**SHREWSBURY**, Park, N.W.4. Hendon 1648. [S350]

**1946** Citroen 15 saloon, sun roof, excellent condition throughout. £365. terms exchanges.—Northways Garage, Swiss Cottage, W.3. Primrose 1127. [C1026]

**1948** Citroen Light 15, roadster, new drive shafts, relined, heater.—Box 5696. [S119]

**1949** (Jan.) Citroen Light 15, grey, red leather, immaculate condition; £475.—H. A. Saunders, Ltd., 32-34, St. John's Wood, N.W.8. Tel. 7511. [C4040]

**1939** Light 15 de luxe saloon, £300 worth extra, excellent condition, taxed year, £250.—Keates, The Green, Compton nr. Chichester. [S227]

**1946** (Aug.) Citroen Light 15 saloon, sun roof, excellent condition throughout. £365. terms exchanges.—Northways Garage, Swiss Cottage, W.3. Primrose 1127. [C1026]

**1948** Citroen Light 15 saloon, grey, fitted radio and heater, spot lamp, etc., really beautiful condition. £425. can you compare this value?—A.Z. Motors, Park Street, N.W.8. Tel. 4723. [C1011]

**CITROEN** distributor. For parts, service and spares demonstrations can be arranged for all models. Ring Speedwell 9761. Gordon Cars (London), Ltd., 7-9 Russell Parade, Gordon Green, N.W.11. Speedwell 0011 R

**565** signs.—Citroen Light 15 1951 sports saloon, £1,000 R.

**1952** Citroen 6-cylinder saloon, one owner, a superb car, expertly maintained, black with brown leather, fitted heater, £625.

**1949** Citroen 15, grey, 3 mirrors, twin Windstone horns, Lucas spot, Flamethrower, tax year, £625; terms, mechanically faultless, capable of terrific speeds, must be seen and tried to be appreciated; bargain at £625.

**1950** Citroen 15, grey, 3 mirrors, twin Windstone horns, Lucas spot, Flamethrower, tax year, £625; terms, mechanically faultless, capable of terrific speeds, must be seen and tried to be appreciated; bargain at £625.

**1951** probably the most attractive 1951 12 roadster coupe in the country, beautifully finished in Cambridge blue, with tartan seat covers, this attractive example is immaculate by any standards, fastidiously maintained, expertly resprayed, cost (bills) only £1,000, the mechanical condition is beyond criticism, 50 m.p.h., £325, terms, exchanges—Queensberry Rd., Kettering. Tel. 3551. [C4551]

**Citroen Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**CITROEN**—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035]

## Citroen Spares and Service

**BALES**, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 311-2. [C1022]

**WOODFORD GARAGES**, Ltd., Pulteney Rd., Bath 10187. [C1022]

**48-hr. service**. [C1022]

**SHRIMPTON'S MOTORS**, Ltd., London Distributors. Head office and showrooms:—242-244, Brompton Rd., London S.W.1. Kensington 3464.

**SPARES** and service. 27, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5480. 10272. [C1022]

**WOODFORD CAR MART**, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [C1022]

**BOWES ROAD GARAGE & ENGINEERING Co., Ltd.**, Bowes Rd., N.11 (Box 2284), specialists on Citroen body repairs and mechanical overhauls, joined joints reconditioned 48 hrs., all spares stocked. [C1022]

**COR'D** [C1022]

**SWANMORE GARAGE**, Ltd., offer:-

**1937** Cord supercharged saloon V.8, immaculate cellulose with blue melton cloth upholstery. £325.—[C1022]

**SWANMORE GARAGE**, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544-43545. [C1022]

## DAIMLER

**WM** [C1022]

**WELBECK MOTORS**, Ltd., again can save you a great deal of money (this time nearly £300).—

**1953** only 5,000 miles, original, with brown hide.

**WELBECK MOTORS**, Ltd., 107, Crawford St., London W.1 (near Baker St. Station). Welbeck 1139 (6 litres). [C1049]

**DAIMLER** [C1049]

**GUY SALMON AUTOMOBILES**, offer:-

**1952** Daimler special sports coupe, 23,000 miles. £1,345. one owner from new, immaculate condition

**1952** model Daimler Straight 8 Hooper touring close-coupled, petrol, black with brown hide, with electrically operated disappearing division, the condition throughout is indistinguishable from new as the car has only covered a genuine 7,000 miles, it is fitted with radio and heaters back and front and picnic table, own owner, cost new nearly £6,000 and is, we feel, most exceptional, just at £2,150.—Portsmouth Rd., Thames Ditton, Emberstock 5551-2-3. [C4001]

**STRATSTONE**, Ltd., Daimler distributors.

**DAIMLER** 2-litre special sports coupe (1951), black, beige leather. £1,375. [C1022]

**DAIMLER** 2-litre Conquest saloon (1954), green, beige leather. £1,300. [C1022]

**DAIMLER** 2-litre Conquest saloon (1951), black, brown leather. £9,000 miles. £1,250. [C1022]

**DAIMLER** 2-litre Conquest saloon (1951), black, brown leather. £1,050. [C1022]

**DAIMLER** 2-litre Conquest saloon (1948), fawn, brown leather. £1,075. [C1022]

**DAIMLER** Light Twenty saloon, blue leather, comfortable 5-seater. £250. [C1022]

**STRATSTONE**, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Sq., W.C.1. [C4022]

**DENHAMS GARAGE (ESHER), Ltd.**, offer:-

**1951** Daimler Conquest saloon, finished in dark green with green hide upholstery, exceptional condition throughout, one owner: £2,075.

**1939** exceptional owner-driver saloon with division, immaculate condition throughout; recent Daimler overhead, £655. see also our advertisement on page 48.—High St., Esher, Surrey. Tel. 3650-1. [C1022]

**CHARLES FOLLETTE**, Ltd., Official Daimler agents offer:-

**1900** miles only, 1955 (Sept.) Daimler Conquest saloon as new. £1,295.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE**: Works & Stores, Barnetdale Yard, off Elsin Road, W.11. Tel. Barnetdale 001. [C2010]

**GROSVENOR MOTORS (MANCHESTER), Ltd.** See our display advert on page 47. [C2076]

**1952** (July) Daimler Conquest saloon, radio, heater, 2 twin lamps, taxed year, as new. £1,095.

**RICOH LTD.** (Daimlers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5. [C1022]

**1937** 16hp Daimler sports saloon: £175.—Lawton Goodman, 155, Cricklewood Broadway, W.2. [C1022]

**1952** Conquest saloon, moderate mileage, as new. £995.—Mansfield Autos, Ltd., Euston 2587. [C1001]

**DAIMLER** 1958 18hp 4-door saloon, exceptionally fine condition. £275.—Bartlett, 27a, Pembridge Rd., W.11. [C1015]

**£265**—1958 Daimler 2-litre 4-door 6-light de luxe saloon, black with brown hide; £90 down. [C1022]

**£325**—1958 Daimler 2-litre 4-door 4-light sports saloon, outstanding condition; £110 down. [C1022]

**£125**—1954 Daimler Light 15 4-door saloon, runs well; £60 down.—Bray Motors, 6490. [C1024]

**1937** Daimler 15 saloon, sound mechanically, good paint and new battery, £175.—Carruthers, 262, Symonds, Wembley 262. [C1037]

**1953** Daimler Conquest saloon, radio, etc., as new. £995.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 5325-6. [C2028]

**1950** Daimler Barker drop head, radio, heater: £795.—Clayton's Cars (London), Ltd., 17 Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

**£666**—Daimler 2-litre de luxe saloon, original, miles, £666. [C1022]

whole vehicle looks and runs like 5,000, one private owner: 3 months' guarantee, hire purchase, exchange.

**AMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. [C2052]

(East Finchley Underground)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (10 h.p.)

**1947** Prefect, leather interior, £525.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon [C3065]

**1952** (September) Ford Prefect, 15,000, immaculate, black, leather, 449sins, terms—Bowers Park [C252]

**1947** Ford 10 4-door saloon, one owner, £525.—A.Z. Motors, 100, Palmerston Rd., N.W.8. Mai 4725.

**1949** Prefect saloon, fawn, red leather, recent reconditioned engine. £425.—Robbins, East Putney, Tel. 4591.

**1948** Ford Prefect, black, brown leather, £525.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312.

**395** Ford Prefect, 1950 saloon, leather, heater, one owner, excellent condition; terms, exchanges—Rowland Smith, 6941.

**325** Ford Prefect, 1947 saloon, black, red leather, heater, good condition; terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6941.

**NEW** type Anglia 10hp saloon, February 1953, blue interior, unmarked, screen washers; evenings Liverpool—Stoneycroft 5575.

**1953** Ford Prefect saloon, 4,000 miles, £575.—British & Colonial Motors, Ltd., 15-14, Upper St., Muswell Hill (adj.), Leicester Sq., Tube stn., N.W.3. Temple Bar, 5560.

**1952** (Jan.) Ford Prefect, 15,000 miles, fawn/red leather, loose covers, spare unused as new. £465.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0551.

**1946** Ford Prefect saloon, beige fabric upholstered, heater, etc., £250, near offer.—Riverside 6250 any time.

**PRIDE & CLARKE**, Ltd.—1953 Ford Prefect, 15,000 miles, black red, grey brown, beige interior, low mileage, choice four from £499; 1952 black red, heater, £479; 1951 black red, green, choices two from £369; 1948 grey red, £329; 1947 black red, black green, choice two from £299; 3 months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S. Brixton 6251. [C3068]

**Ford Ten Cars Wanted**

**FORD** Prefect required, £525, cash, collection anywhere—Tel. Derby 45570. [C225]

**GARDNER & CO. (HENDON)** will buy your Ford Prefect—Hendon 3359 and 8460. [W2073]

**MARSTON MOTOR CO.**, Ltd., for your Ford 10—Tel. 10179 R.

**R OWLAND SMITH'S**, the Car Buyers—Highest cash price for Ford 10—Hampstead (Tube), N.W.3. Ham 6941.

## FORD CONSUL

**AUTOMOBILIA**, Ltd., offer:—

**1951** (June) Ford Consul 4-door de luxe saloon, colour pastel green, beige leather, radio, heater, low mileage, exceptional condition, choice of two, £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 1504, 5891.

**LLAN TAYLOR MOTORS**, Ltd., offer:—

**1951** Ford Consul, radio and heater, seat covers, taxed to December, low mileage, £575.—HIGH ST., Wandsworth, S.W.18. Tel. Vandkye 4435.

**A CLAND & TABOR**, Ltd., Welwyn Bx-Pass, Herts, Welwyn 481 225, offer:—

**1951** Ford Consul saloon, finished opal, radio, one owner, immaculate condition throughout. £595.

**1954** (May) Ford Consul convertible, leather, heater, 300 miles, immediate delivery, £925; also.

**1952** Ford Consul saloon, blue, 12,000 miles, in exceptional condition: £645.

**R IPCO, Ltd. (Consul purchased), 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-5401.**

**1954** Ford Consul saloon, fawn red, heater, Underseat, £625, as new. £760.—Dobsons, Ltd. [C1074]

**1954** (May) Ford Consul saloon, Dorchester grey, leather, tax'd, working mileage—Hale Morris, Ltd., The Hale, Totterdown 7711-4. [C2076]

**PRIDE & CLARKE**, Ltd.—1952 model Ford Consul saloons, black brown, 10,000 miles, radio, heater, choice of two £599; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251.

**TANKARD & SMITH**, Ltd., offer 1952 Ford Consul saloon green/beige leather, heater, radio, noise covers, one owner, low mileage, radio, heater, £625, 3 months' written guarantee—194, 198, Kings Rd., Chelsea, S.W.3. Flaxman 4801.

**1953** (late) Ford Consul saloon, 5,000 miles only, one prior owner, finished Winchester, grey interior, fitted heater, screenwash, twin mirrors, mascot, taxed December, as brand new; £725, with written guarantee.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.W.3. Tudor 2301-2. [C3018]

**Ford Consul Cars Wanted**

**R OWLAND SMITH'S**, the Car Buyers—Highest cash price for Ford Consul—Hampstead (Tube), N.W.3. Ham 6941. [W4018 R]

**FORD** Consul Buyers—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.W.3. Tudor 2301-2. [W3018]

**TOP** price paid for Consul or similar type car, trade privately.—54, Streatham Hill, S.W.16. Tel. 2676. [W5016]

## FORD ZEPHYR

**A CRES** offer:—

**1953** Ford Zephyr saloon, stone and red leather, heater, many extras, taxed, 12,000 miles only, indistinguishable new: £715.

**A CRES AUTOS**, Ltd., 156-158, Streatham Hill, London, S.W.16. Tel. 1909. [C1002A]

**GATEHOUSE** offer:—

**1953** Ford Zephyr, Dorchester grey, 15,000 miles, one owner: £695.—Gatehouse Motors Ltd., Highgate Village, London N.6. Tel. Mountview 4444. [C2021]

## FORD ZEPHYR

**HAROLD SIMONS**, Ltd., offer:—

**1953** Zephyr, 2,000 miles, leather, heater, £775. TRADE enquires welcomed, 3 months' written guarantee, free service after sale, exchanges, deferred.

**HAROLD SIMONS**, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes' drive from Finchley Tube). Finchley 0052-3-4.

**H A. SAUNDERS**, Ltd. of Worcester.

**1953** (April) Ford Zephyr saloon, black with red leather, heater, 11,000 miles: £725.

**AUSTIN** House, Worcester. Tel. 2368. [C4005]

**ALWAYS** a selection of Ford Zephrys with a written guarantee and free after-sales service at

**NAYLOR & ROOT**, Ltd., 25, East Hill, Wandsworth, S.W.18. Tel. 2676. [C2032]

**1954** (March) Ford Zephyr, heater, leather, genuine, 2,500 miles, as new; 790gns; another.

**R IPCO, Ltd. (Zephyr purchased), 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-3-401.**

**1953** Zephyr, black, red leather, heater and fog lamp, only 12,000 miles, spotless throughout.

**CAMPBELL SYMONDS**, Wemley 6262. [C1057]

**1951** Ford Zephyr, 15,000 miles, black, heater, etc., guaranteed, exchanges, terms, Palmsbury, Russell Gardens Mews, Kensington, W.14. Park 2970-5096.

**£699** 1953 Ford Zephyr, speedometer reads 7,000, whole vehicle literally like brand new throughout, 3 months' guarantee, hire purchase, exchanges.

**AMBBS OF WOOD GREEN**, Finchley Showrooms, 212-213, High Rd., Finchley, N.12. Finchley 6221. [C2052]

**1953** (Oct.) Ford Zephyr, green, fitted radio, heater, leather, heater, leather, heater, covers, one owner, 000 miles, £750.—R.C. Wimbush, Ltd., 512, Earl's Court Rd., S.W.5. Fremantle 8401. [C4018]

**1954** (February) Ford Zephyr for sale, convertible, red, hide upholstery, power head, fog light, long-range lamp, reversing light, radio, and many other extras.

**BOS**, 581, West End, London, W.1. [C512]

**1953** Ford Zephyr, 1953 saloon, leather, heater, £575.

**1953** Lucas passlight, one owner, small mileage, exceptional, terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**Ford Zephyr Cars Wanted**

**FORD** Zephyr Buyers—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018]

**TOP** price paid for Zephyr or similar type car, trade privately.—54, Streatham Hill, S.W.2. Tel. 2676. [W5016]

**R OWLAND SMITH'S**, the Car Buyers—Highest cash price for Ford Zephyr—Hampstead (Tube), N.W.3. Ham 6941. [W4018 R]

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072]

## FORD (V.8)

**DICKS** offer:—

**1949** Ford Pilot saloon carefully used, £550.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072]

**BENTALLS**, Ltd.,

**1950** Ford Pilot, black, brown leather, radio, heater, one owner, £595.—Kingston-on-Thames 1001. [C1093]

**1949** Ford Pilot, radio, heater, leather: £575.

**SCOTT CAR**, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4016]

**1949** Ford Pilot, black leather, very sound: £765.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4016]

**1949** Pilot, radio and heater, immaculate: £575.—Jack Pozner (Autos), 595, Hendon Way, N.W.3. Hendon 4234-3. [C3068]

**FORD V.8 Cars Wanted**

**DICKS** offer:—

**1949** Ford Pilot saloon carefully used, £550.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072]

**BENTALLS**, Ltd.,

**1950** Ford Pilot, black, brown leather, radio, heater, one owner, £595.—Kingston-on-Thames 1001. [C1093]

**1949** Ford Pilot, radio, heater, leather: £575.

**SCOTT CAR**, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4016]

**1949** Ford Pilot, black leather, very sound: £765.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4016]

**1949** Pilot, radio and heater, immaculate: £575.—Jack Pozner (Autos), 595, Hendon Way, N.W.3. Hendon 4234-3. [C3068]

**G & M ALFREDS** (1956), Ltd.—1951 Ford Pilot saloon, immaculate condition, above average: £425.—6-7, Warren St., W.1. Euston 3268. [C1005]

**375** Ford V.8 Pilot, late 1950 saloon, leather, heater, one owner, excellent condition, choice of 4. Power, terms, exchange, etc.—Palmerston Rd., N.W.3. Flaxman 4801. [C4016]

**175** Ford V.8, 1956 30hp convertible coupe, ball coupling, carefully used, exceptional condition, terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1951** Ford Pilot, black, brown leather, heater, radio, two tone, armrests, etc.—excellent condition, £425.—6-7, Warren St., W.1. Euston 3268. [C4016]

**1950** Ford V.8, 1956 30hp convertible coupe, ball coupling, carefully used, exceptional condition, terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1951** Ford Pilot saloon, black leather, fitted radio, heater, exceptional condition, guaranteed: £425; exchanges, terms—Palmerston Rd., N.W.3. Flaxman 4801. [C4016]

**A MOTORS** offer:—

the fine Ford V.8. [C4016]

**A** been our pleasure to handle 1950, in superlative condition, radio, heater, any examination: £445.—100, Palmerston Rd., N.W.3. Mai 4723.

**G & M J.B.M.** (Ford V.8), competition 4-seater sports tourer, reconditioned engine just fitted, reconditioned, very attractive, £525 only.—6-7, Warren St., W.1. Euston 3268. [C1005]

## Ford V.8 Cars Wanted

**R OWLAND SMITH'S**, the Car Buyers—Highest cash price for Ford V.8—Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

## AMERICAN FORD

**SIMPSON'S** offer:—

**1952** Ford convertible, Fordomatic gear, fitted all extra.

**SIMPSON'S MOTORS** (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691.

**1951** American r.h.d. Ford, immaculate, £250.

**1952** Ham 5041.

**O**n all matters of sales, spare parts, repairs and ser-

vice, consult us, the sole concessionaires in the U.K. Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. 4746.

**1951** Ford Custom de luxe saloon, finished black

ceilings and fittings, heater, radio, heater, £750.

**1951** Ford Custom, £750.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**HEALEY**

**ROSE & YOUNG, LTD.**, offer:-

**1949** Healey Sportsmobile drop head 4-seater sports, fitted H.M.V. radio and heater, exceptional condition; cost nearly £5,000 new. Tel. 2665-69. Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

**GUY SALMON AUTOMOBILES**, offer:-

**1953** Healey F-type Abbott coupe, 6,000 miles, H.M.V. radio, as new; £1,450.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

**CLAND & Tabor, Ltd.**, Welwyn By-Pass, Herts.

**A** Welwyn 481-2, 3, offer:-

**1952** Healey Tickford saloon, F type chassis, bronze, red leather, radio, one owner, beautiful car. £1,195. [C2040]

**1951** Healey Tickford saloon, F type chassis, black, red leather, radio, heater, spotlamp, many extras, immaculate condition throughout. £1,195. [C2040]

**1951** Healey Abbott coupe, finished black, red leather, new beige hood, immaculate condition throughout. £250. [C3051]

**J. H. BAKER LTD.**, Healey 1953 F type drop head coupé, 10,000 miles. £1,250. [C2040]

**HEALEY-NASH** 6-cylinder overdrive, 100 mph cruising, 20 m.p.g., very attractive drop head, £1,050. [C1013]

**HEALEY** 1951, offered mileage 11,000. Abbott drop head, £975. [C2040]

**HEALEY-DUNCAN** saloon, 200 miles only; £750. [C1013]

**HEALEY** 1949 Elliot saloon, many extras; £695; exchange and deferred terms—27a, Pembridge Villas, W.14. Tel. 2477-8. [C1013]

**1952** Healey 2½-litre drop head coupe, black, one owner, radio. £1,050. [C2040]

**GORDON CARS (LONDON), LTD.**, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

**XXX** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

**B** ROOKLANDS—Sole concessionaires, Healey, stock new 4-seater saloon by Tickford, and coupe by Abbott. [C1013]

**1952** Healey Tickford saloon. [C1013]

**1951** Healey-Abbott coupe and Tickford saloon. [C1013]

**BUY** or sell with confidence, open 9 until 7. [C1013]

**103**, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

**1952** Alvis-Healey 3-seater convertible, 100 mph, 23m.p.g., every conceivable extra, superb condition; £995.—Richards & Carr, 35, Kinnettton St., London, S.W.1. Sloane 5242. [C3045]

**1952** Healey Tickford saloon, extras, balanced wheels, aluminium brake drums, undershell, windscreen washers, heaters, H.M.V. wireless, mechanically excellent, immaculate paint and upholstery, service record available; 10,000 miles. £1,175.—J. Blake & Co., 110, Bold St., Liverpool. Tel. Royal 6622. Telegrams, Autocar, Liverpool. [C480]

**SILVERSTONE** Healey, 1949, just fitted h.c. pistons, engine balanced by manufacturers, bore wear infinitesimal, all bearings perfect. 5,000 miles in top gear, a very fast Silverstone, recently improved by manufacturers, nearly new Road Speeds all round. Lefords-new batteries, dual windscreen wipers fitted, good hood and side curtains, new seats in Dunlopillo, 220bhp reading on tachometer gauge, immaculately maintained and absolutely perfect in every respect. 26m.p.g. driven fast, never raced, only reason for sale £ 2 d. £20.—Box 550. [C1013]

**Healey Cars Wanted**

**PERFORMANCE CARS** urgently require Healeys—Great West Rd., Brentford, Middlesex. Ealing 8841. [C1034]

**R** OWLAND SMITH'S, the Car Buyers—Highest cash prices for Healey—Hampstead (Tube) N.W.3. Ham. 6041. [C1013]

**CLAND & Tabor, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2-3, urgently require Tickford & Elliott saloons, also Abbott coupes. [C1001]

**HILLMAN 10**

**A** CRES offer:-

**1952** Hillman Minx, black with red leather upholstery, indistinguishable from new. £595. [C1013]

**A** CRES AUTOS, Ltd. 10 and 11, Ascot Parade, Clapton Park Rd., S.W.4. Tel. Macaulay 2211-2. CAR MART, Ltd.

**1952** Hillman Minx saloon, heater; £595.—Car Mart Ltd., 582, Streatham High Road, S.W.16. Streatham 0054. [C1039]

**GATEHOUSE** offer:-

**1949** Hillman Minx saloon, excellent condition, guaranteed; £495.—Gatehouse Motors, Ltd., Highgate 2-4, Northgate 1-2, Tel. Mountview 4444. [C1013]

**METROPOLITAN MOTORS**

**HILLMAN**, Humber, Sunbeam-Talbot, Commer.

**1949** Hillman Minx saloons, black, choice of 3. £445.—Metropolitan Motors, Horn Lane, Acton, W.5. Acorn 5064. [C2918]

**R**EAGENT SERVICE GARAGE

**A**UTHORISED Hillman retailers and stockists, spares and service

**O**FFER:-

**1948** Hillman Estate car, Phase II, steering wheel change; bargain, £385.

**1947** Minx, black, maroon cloth and leather, standing example, maximum exchange allowance, finance facilities will demonstrate anywhere; £345. CONSULT US for delivery and part exchanges on new

**291** 203, Ballard's Lane, North Finchley, London, N.12. Hillsdale 4011-4405. [C4863]

**ELM AUTOSALES, LTD.**, offer:-

**1950** (Aug.) Hillman Minx Phase 4 saloon in grey with red leather, whole car in faultless and unmarked condition; £495.

**1946** Hillman Minx drop head coupe, in black, out; £345.—Elm Autosales, 68, Hartfield Rd., Wimble-

**HILLMAN 10**

**HAROLD SIMONS, LTD.**, offer:-

**1953** Minx Coronation saloon, one owner, 5,000 miles; £695; trade enquiries welcome. 3 months' written guarantee, free service after sale, ex changes deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd.). Bus 55. Trolley, East Finchley Tube. Finchley 0062-55-54. [C4065]

**B. J. HUNTER, LTD.**, offer:-

**1951** Hillman Minx saloon, immaculate condition; £495. [C4001]

**B** N.W.2, Tel. Gladstone 6303. [C2040]

**PHILIP RICKARDS, LTD.**, offer:-

**1953** Hillman Minx coupe, green, as new, low mileage, taxed; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Queen 4772-5. [C3051]

**WARWICK WRIGHT, LTD.**, offer:-

**1953** Hillman Minx coupe, green, as new, low mileage, taxed; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Queen 4772-5. [C3051]

**W**ARWICK WRIGHT, LTD., offer:-

**1953** Hillman Minx saloon, black, 6,000 miles, £665; another in blue, similar mileage. [C4045]

**1952** Hillman Minx Mark V saloon, grey, 11,000 miles; £595. [C2045]

**W**ARWICK WRIGHT, LTD., 150, New Bond St., W.1. Mayfair 9761. [C4045]

**C.M.I. CAR SALES** (Pri.) 66230, offer:-

**1953** Hillman Minx saloon, black, brown leather, good condition; £515. [C1013]

**THREE** months guarantee; terms; list on application, Swiss Cottage, Finchley Rd., N.W.3. [C1051]

**HENDON CENTRAL GARAGE, LTD.**, offer:-

**1953** Phase VI Minx saloon, 8,000 miles, one owner, fitted heater, taxed year, as new; £660. [C4001]

**1952** series Hillman Minx drop head coupe, fitted with P.V.C. hood, in excellent condition throughout. £575. [C4001]

**1950** Minx saloon, one owner, low mileage, £100 extras; £555. [C2054]

**1939** Hillman Minx saloon, taxed year, very good condition; £250; choice of many others. Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2054]

**H. A. SAUNDERS, LTD.**, Golders Green, offer:-

**1947** (April) Hillman 10 drop head coupe, highly recommended; £330. [C4001]

**1947** (Oct.) Hillman Minx, one owner, saloon, sun roof, well maintained; £320. [C4001]

**AUSTIN HOUSE** 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4001]

**220** miles, 1954 Hillman, one week old.—We 600. [C4052]

**A** CLAND & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:-

**1952** Hillman Minx coupe, finished black, beige leather hood, beige upholstery, excellent condition; £555. [C1013]

**A** UTOМОДЕЛ & AIRCRAFT SERVICES, Ltd., offer:-

**1948** Hillman Minx, colour green, good condition; £350. [C4001]

**M**ARLBOROUGH WORKS, Kenton, Tel. Wands 5656 and 3656. [C1006]

**1948** saloon, grey, blue interior, excellent condition throughout; £415. [C4001]

**1953** (October) Californian hard top, cream and black, heater, 4,000 miles, as new; £750. [C2054]

**R**OUTES, LTD., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C4001]

**E**MA LTD., Grove Rd., Southsea, Portsmouth 2168. [C4001]

**GOOD** Minx wanted; immediate cash—Ldn. 1604 or via 5978. [C4001]

**A** LOW mileage Minx required from private owner.—Eines, 24, Argyle Rd., Ilford. Ilford 0326. [C4001]

**WHY** accept less for your Hillman Minx saloon or from estate car when you can get its full market value

**FERRARI'S OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

**HILLMAN** Buyers—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C2018]

**TOP** price paid for Hillman or similar type car, trade or privately—54, Streatham Hill & W.2. Hill 2676. [C2016]

**BIRMINGHAM** and Midlands—Low mileage Hillman modern cars required by George Heath, Ltd., 180, Lower Rd., W.2, Birmingham, and Lower Temple St., Birmingham. [C2008/R]

**NOTTINGHAMSHIRE** distributor, Humber Hillman, always prepared to purchase first-class condition & recent models. Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46561. [C2052/R]

**Hillman Spares and Service**

**NORMAND**, Ltd.

**THE** best service ensures a longer car life

**B**RING your car to 405-9, King St., W.6. Riv. 3665. [C2055]

**L**ONDON & COUNTIES MOTOR MART, Ltd.

**HILLMAN** repair specialists (30 years), well-equipped works servicing, reboiling and complete overhauls; spare parts stocked—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [C2076/R]

**BARKING**.—For full stocks of spares and genuine service for Hillman owners come to Albion Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rington 1255. [C2038/R]

**REPAIRS** at reasonable prices; parts, gears, recon-

ditioned, guaranteed gear boxes, engines, suspension, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C2025]

**HILLMAN** Minx Phase 4 saloon in grey with red leather, whole car in faultless and unmarked condition; £495.

**1946** Hillman Minx drop head coupe, in black, out; £345.—Elm Autosales, 68, Hartfield Rd., Wimble-

**1948** Hillman Estate car, Phase II, steering wheel change; bargain, £385.

**1947** Minx, black, maroon cloth and leather, standing example, maximum exchange allowance, finance facilities will demonstrate anywhere; £345.

**CONSULT US** for delivery and part exchanges on new

**291** 203, Ballard's Lane, North Finchley, London, N.12. Hillsdale 4011-4405. [C4863]

**ELM AUTOSALES, LTD.**, offer:-

**1950** (Aug.) Hillman Minx Phase 4 saloon in grey with red leather, whole car in faultless and unmarked condition; £495.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HOTCHKISS

**1939** Paris-Nice saloon, low mileage, heater and many extras; £365; terms, exchanges.—Seale, 45, Park Rd., Hampton Hill, Middlesex. Tel. 4614.

## H.R.G. Cars Wanted

**R**OYAL SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Tel. 6041.

## H.R.G. Spares and Service

**C**ARLES FOLLETT, Ltd., have a large stock of spares.

**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

**S**PARES parts.

**S**ERVICE: Barnards Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8.

## HUDSON

**£65**—Hudson drop head coupe, new tyres, clean car. Auto-snap, 5, Balham High Rd., Balham 1509.

**£265**—1959 Hudson 22 drop head four-door coupe, very attractive, maroon, cream wheels; £100 down. Tel. 6041.

**£195**—1959 Hudson 22hp 6-seater wooden body utility; a bargain at £90 down.—Below.

**£165**—1958 Hudson 22hp 4-door saloon, a nice runner and quite clean; £75 down.—Below.

**£195**—1959 Hudson 28hp Country Club saloon, black, brown hide, a bargain at £100 down. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

**£145**—Hudson 1937 model 22hp saloon de luxe, also choice 1938 17hp saloon; 3 months' guarantee, free maintenance exchanges.—

**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

## Hudson Spares and Service

**M**ANCHESTER.—Hudson spares and repairs.

**A**LFRED FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. Tel. 10661 R.

**R**EPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspension, shock absorbers, etc.; trade account.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.

**H**UDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621; first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [C1065 R]

## HUMBER

**A**CRES offer:

**1953** Humber Super Snipe, 6 months old only, black, red leather upholstery, fitted with heater, 9,000 miles only, one owner, immaculate; £1,095.

**A**MES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapton Park Rd., S.W.4. Tel. Macaulay 2211-2.

**C**AR MART, Ltd.

**1948**-49 Humber Pullman limousine, radio, heater; £875. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**T**OM GARNER, Ltd., offer:

**1953** Humber Hawk Mark V saloon, black, heater, 4,500 miles only; £895.

**1952** Humber Imperial Mark III 7-passenger saloon, heater; £1,195.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

**S**EAUL & SLATTER, Ltd., offer:

**1952** Humber Super Snipe, 8,000 miles only. H.M.V. radio and loose covers; £795.

**44**—Aldermans Hill, N.13. Tel. Palmers Green 3551-2-3.

**O**VERSEAS CARS, Ltd., offer:

**1950** Humber Super Snipe, black, fawn, heater, one owner, 22,000-odd miles, condition immaculate; £575.

**O**VERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.5. Kensington 7475. [C1031]

**W**ARWICK WRIGHT, Ltd., offer:

**1953** (series) Humber Hawk Mark V saloon, black, heater, 15,000 miles; £835.

**1951** Humber Pullman Mark III, 7-passenger limousine, black, radio and heater, 22,000 miles; £1,395.

**1951** (October) Humber Imperial Mark III saloon, bottle green, 15,000 miles; £1,275.

**1950** Humber Hawk Mark III saloon, satin bronze, radio and heater, 28,000 miles; £575.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1045]

**G**UY SALMON AUTOMOBILES, offer:

**1950** Humber Super Snipe drop head coupe, very good condition; £685. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

**E**M.A., Ltd., Grove Rd., South, Southsea.

**1954** (March) Humber Hawk saloon, colour desert sand, with red upholstery, fitted heater, etc., 2,400 miles only; £925.—E.M.A., Ltd., Rootes Group Distributors, Grove Rd., South, Southsea. Portsmouth 2168.

**G**ORDON CARS (LONDON), Ltd., Spe. 4701.

**1948** Humber Hawk saloon, grey/grey upholstery, radio/heater, Ace wheel discs, extra door locks, immaculate; £365.

**G**ORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11. Spe. 4701. (5174)

**A**UTOMOBILE & AIRCRAFT SERVICES Ltd.

**100%** Rootes Group dealers.

**1948** Humber Hawk saloon, excellent condition; £425.

**M**ARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines).

**H**ENDON CENTRAL GARAGE, Ltd., offer:

**1953** Humber Hawk saloon, one owner, 12,000 miles, fitted radio and heater, general condition as new; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8081-5. [C2054]

## HUMBER

**C**OOMBES & SONS (GUILDFORD), Ltd., offer:

**1951** Humber Super Snipe, colour green with beige leather uppers, mileage 25,000; £575.

**C**OOMBES & SONS (GUILDFORD), Ltd., Postgate Rd., Guildford. Guildford 62507-8-9. [C1027]

**1948** Humber Hawk, good condition; £575.

**S**OTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676.

**D**J. SHEPHERD & CO. (GENFIELD), Ltd., offer:

**1949** Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £595.—D. J. Shepherd & Co. (Genfield), Ltd., 436, Hatfield Rd., Enfield. Howard 1637. [C1029]

**1951** (July) Humber Super Snipe, colour green, excellent condition; £625.

**P**ARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 1211.

**C**HINQUIS MOTOR CO. (SURREY), Ltd., for all Rootes Groups. Send for details. In purchase and sale of GUARANTEED used Humber.

**1949** Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £595.—D. J. Shepherd & Co. (Genfield), Ltd., 436, Hatfield Rd., Enfield. Howard 1637. [C1029]

**1951** (July) Humber Super Snipe, colour green, excellent condition; £625.

**P**HENIXON MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Phoenix House, High St., Sutton. Vigilant 1121.

**1951** (July) Humber Snipe 18hp saloon, fast and attractive car.—Tudor 6013. [C3044]

**1951** (July) Humber Hawk saloon, fast and attractive car.—Tudor 6013. [C3044]

**L**ATE 1949 Super Snipe, black, brown leather, unmarked, with cloth top. £445.

**D**UGGLES CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 5150. [C1073]

**1951** (June) Humber Super Snipe, grey, heater, one owner, moderate mileage, tax year; £550.—Below.

**1951** Humber Super Snipe, one fastidious owner, colour green and beige, tested year, complete history supplied, whole car in immaculate condition; £615.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C1011]

**1949** Humber Super Snipe, radio, showroom condition; £595.—Campbell Symonds, Ltd., Ltd., Arundel 7711. [C1037-1]

**1950** Humber Super Snipe Tickford coupe, green, excellent, radio, heater.—Tickford, Ltd., Temple Bar, 3338.

**1953** (June) Humber Hawk sal., one owner; £575. Fed. 10,000 miles, unmarked.—Tickford, Ltd., Temple Bar, 3339.

**G**& **M** ALFREDS (1936), Ltd., 1952 Humber Hawk saloon, superb—6-7 Warren St., W.1. [C1029]

**1951** Humber Super Snipe saloon, rare, superb—£455. Payments—Oldfield, 386, Kensington High St., W.14. Tel. 6531. [C1029]

**1951** Humber Hawk, black, in very nice condition; £599.—Gordon Wooderson, 48a, Drexton Rd., S.W.16. Streatham 6638.

**1951** (September) 50th anniversary Humber Super Snipe, 8,000 miles, covers carefully maintained; £495.—Oxshott 2415. [C1027]

**1952** Mark IV Hawk, black and beige, heater, exceptionally clean car; £675.—Campbell Symonds, Perivale 4456. [C1037]

**1952** Humber Super Salope saloon, all extra superb—£625.—Gordon Park Garage, (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199.

**1953** Humber Hawk, 6,000 miles, heater; £815.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050-1]

**1951** Humber Hawk saloon, black, brown leather, very clean; £525.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandystown 1166. [C1024]

**1949** Humber Super Snipe, black, very good condition throughout; £435.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C1019]

**1949** Humber Super Salope saloon, excellent condition throughout; colour green, £225.

**T**ANKARD & SMITH, Ltd., offer: 1951 Humber Hawk black/brown leather, heater and radio, excellent condition throughout; £625. 3 month written guarantee. Tel. 194-198, Kings Rd., Chelsea, S.W.3. Tel. 24801.

**7-PASSENGER**, 1946/48/50/52 Limousines and Imperial Saloons also private 1958-59 Limousines required, cash waiting.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 4766.

**1951** (July) Humber Hawk de luxe saloon, one owner, 15,000 miles; £1,275.

**1950** Humber Hawk Mark III saloon, satin bronze, radio and heater, 28,000 miles; £575.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1045]

**G**UY SALMON AUTOMOBILES, offer:

**1950** Humber Super Snipe drop head coupe, very good condition; £685.

**1951** (July) Humber Hawk Mark III saloon, black, radio and heater, 22,000 miles; £1,395.

**1951** (October) Humber Imperial Mark III saloon, bottle green, 15,000 miles; £1,275.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

SLOCOMBES, Ltd.

**XK 120** 1951, completely unmodified chassis, un-raced, in very pleasant order inside, outside and mechanically. £855. In terms, exchange cars or motor cycles.—Slocombes, Ltd., Dud- den Hill Lane, Willesden 4869 and Gladstone 9348. [C1017]

AUTOMOBILIA, Ltd., offer:-

**1949** 3½-litre Jaguar foursome convertible coupe, silver, grey, red leather, heater, foglamps, excellent condition; £475.

**1938** 3½-litre Jaguar foursome drop head coupe, black with red leather, radio, excellent condition; £295.—Automobilia, Ltd., Pippbrook Garage, Dorking, 4304. [C1089]

ROSE &amp; YOUNG, LTD., offer:-

**1951** XK120 sports 2-seater, exceptional condition, fitted modifications, silver; £795.

**1949** Jaguar Mark V 3½-litre, fitted radio, one owner since new, silver; £585.

**1948** Jaguar 3½-litre special equipment saloon, exceptional condition, black; £485. 65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tel. Tulse 6464. [C1057]

CHARLES POLLETT, Ltd., offer:-

**1949** (Oct.) Jaguar Mk V sal., black, radio, modi- fied rear wheel covers, 43,000 miles, really superb order, serviced and guaranteed; £745.

**SHOWROOMS:** 16, Berkeley St., W.1. Mayfair 6266.

**SERVICE:** Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

SEYMOUR &amp; CLEMENTS, Ltd., offer:-

**300** miles only, 1954 Jaguar Mark VII, black, 3 brown leather, as brand new—35, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007]

DUNCAN HAMILTON &amp; Co., offer:-

**1951** Jaguar XK120 roadster, 15,000 miles only, special golden beige finish with beige and red interior, fitted heater, Martini spotlights, loose covers, window washers, all in all, undoubtedly the finest example available. £895. 53, High Rd., Bifield, Surrey. Byfleet 3101 day and night. [C1091]

**RICHARDS & CARR** always best value.

**1953** XK fixed head, 10,000 miles, black; £1,325.

**1951** XK 2-seater, choice of two; from £785.

**35.** Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

GUY SALMON AUTOMOBILES, offer:-

**1954** model Jaguar XK120 fixed head coupe, 4,000 miles, only, dark red leather, indistinguishable from new; £1,495.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

BRADSTOCK MOTORS, Ltd., offer:-

**£825** 1951 Jaguar XK120 finished in most attractive duo colour, fitted loose covers, heater, washers, rad, blinds, indicators, standard model, never raced, an outstanding example of this famous car.—Chase Rd., Epsom, Tel. 5696-7. [C1090]

PETER BANTOCK CAR SALES offer:-

**1951** Jaguar 3½-litre Mark V saloon, black with brown leather, one owner from new, in beautiful condition throughout, guaranteed 24,000 miles; only £795.-104, High Rd., Chiswick 2725 5870.

LAMBS OF WOOD GREEN, the Jaguar specialists.

**£1077** 1952 series Jaguar Mark VII saloon, immaculate condition throughout, excellent bargain. Below.

**£699** 1950 Jaguar Mark V de luxe saloon, beautiful throughout, choice 2 others.—Below.

**£499** 1949 Jaguar 3½-litre de luxe saloon, most carefully used, specimen condition.—Below.

**£485** 1948 Jaguar 2½ de luxe saloon, magnific- cent and beautiful condition, only wants seeing.—Below.

**£485** 1948 Jaguar 1½ de luxe saloon, only two owners, 24,000 miles on speedometer, beau- tiful condition.—Below.

**£395** 1947 Jaguar 2½ or 3½ saloons, both ex- cellent and bargain price.—Below.

**£245** 1947-1948 Jaguar 2½ de luxe saloon, excellent condition, very carefully maintained, only wants seeing, 3 months guarantee; hire purchase, ex- change.—Below.

**LAMES OF WOOD GREEN**, Finchley Showrooms, L. 421 423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:-

**1954** Jaguar Mark VII saloon, mileage since new 900. £1,525.

**1953** Jaguar Mark VII saloon, colour black with red leather upholstery, mileage 5,000, one owner since new; £1,450.

**1953** Jaguar Mark VII saloon, colour green with grey leather, fitted with heater, radio with heater and radio, one owner since new; £1,375.

**1953** Jaguar XK120 fixed head coupe, fitted with full racing modifications, including wire wheels, one owner since new; £1,450.

**1953** Jaguar XK120 drop head coupe, left-hand drive, colour white with tan leather upholstery, mileage 10,000, fitted with full racing modifications, including wire wheels; £1,225.

**COOMBS & SONS (GUILDFORD), Ltd., offer:-**

**D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-**

**1950** Jaguar Mark V saloon, black, brown hide interior, fitted radio, heater, etc., one owner, taxed £68.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]

**A CLAND & TABOR** Ltd., Welwyn By-Pass, Herts, Welwyn 481-2, offer:-

**1952** blue 8-1 compression modifications, immaculate condition; £995. [C1001]

## JAGUAR

**1951** Jaguar Mark V saloon, gunmetal, blue up- holstery, one owner; £795.

**BOTTOMGATE MOTORS**, Ltd., Bolton Rd., Darwen 13346.

**BARTLETT**—Jaguar 1953 Mark VII saloon, 10,000 miles only, as new; £1,295.

**J. H. BARTLETT**—Jaguar XK120 fixed head coupe, many extras, beautifully maintained; reduced to £995.-27a, Pippbrook Motors Ltd., Pippbrook 11. [C1016]

**XXX**—See our advertisement under "Sports Cars." [C1016]

**DECEMBER 1948** Jaguar 2½-litre; £465.—Beardmore, 26, Queensway, W.2. Bayless 0156. [C1015]

**BEARTS OF KINGSTON**, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, T. Kin. 5348. [C1015]

**JAGUAR** 3½-litre saloon, guaranteed; £345. ray- ments—Oldfield, 386, Kensington High St., W.14. West 6331. [C1029]

**1949** Mark VIII 3½-litre saloon, grey, 26,000 miles, excellent condition; £650.—Robbins, East Putney, Tel. 4581. [C3010]

**1952** Jaguar Mark VII saloon, gun metal with grey upholstery, 12,000 miles only, many extras, absolutely new; £1,295.—Elson, 11. [C1016]

**JOHN WILSON AUTOS**, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [C1055]

**1951** Jaguar Mk. V drop head coupe, radio, mileage only 23,000, the whole car is practically in original new condition; £975.

**GORDON CARS** (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

**1946** Jaguar 3½-litre saloon, really outstanding, inspection invited; £595.—Kirby Cars, Cobb's Corner, Sydenham, S.E.26. Sydenham 6129.

**1952** Jaguar Mark VII, 18,000 miles, radio, extras, silver/red as new; £1,095.—Knight, 41, Downs, S.W.20. Wimbledon 4362. [C1029]

**1951** Jaguar Mark VII saloon, heater, radio; £975.—Vane Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074]

**1952** Jaguar Mark VII, 14,000 miles, heater and radio, immaculate; £1,150.—Wither & Son, 59, Cadogan Lane, S.W.1. Sime. 4126. [C1076]

**1952** Jaguar Mark VII saloon, lavender grey with red upholstery, radio, low mileage, excellent condition; £1,150.—Coventry & Jeffs, Bristol 2009. [C1040]

**1949** Jaguar 3½-litre saloon, metallic grey, red leather, heater, radio, excellent condition; bargain at £395.—Peter Guest, Ltd., Gaywood, King's 5. Tel. 4129. [C1066]

**JAGUAR** Mark V 1950, colour honey beige, hide interior, fitted radio and heater, absolutely unmarked throughout and in first-class mechanical condition; £725.

**ISLE GARAGES**, Ltd., 50-52, Broad St., Birmingham, Midland 5574. [C1046]

**1950** Mark V Jaguar saloon, radio and heater, excellent condition throughout; £675.—R. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085. [C1065]

**1952** Mark VII, grey, blue leather, 20,000 miles, tax year; £1,095.—K.J. Motors, Ltd., Bromley, Ravensbourne 3456. [C1052]

**1952** (August) Jaguar Mark VII saloon, black, 2½-litre, genuine mileage 9,450, new condition; £1,095.—K.J. Motors, Ltd., Bromley 3456. [C1047]

**1951** Jaguar Mark VII 3½-litre saloon, black, 10,000 miles, one owner, in excellent condition; £815.—Alec Bennett, Ltd., Southampton Tel. 54081. [C1054]

**1949** Mark 5 3½-litre Jaguar, 15,000 miles only, black, immaculate; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

**1951** Jaguar Mark V convertible in most lovely condition; £865.—Peter & Crowley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloan 5213. [C4056]

**1950** Jaguar Mark V saloon, radio, heater, one owner, in excellent condition throughout; £645.—Featherstone Car Sales, Hendon, 3624. [C1045]

**EXECUTOR'S SALE**—1954 (January) Jaguar Mark VII saloon, guaranteed mileage under 2,500, black, red leather, heater, screen washers, rim embellishers, tax year, slate grey, as new and unmarked; £1,450.

**L.M. MOTORS**, Ltd., 101, Brighton Rd., Coulsdon, Surrey, Tel. Uplands 4841. [C1029]

**1954** (March) Jaguar Mark VII saloon, fitted overdrive, Motorola radio, black/tan, very low mileage, taxed—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillsdale 1044. [C1040]

**1950** Mk. V 2½-litre, grey, grey leather, in prime order; written 3 months' guarantee; £645; terms; ex-changes.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 556. [C1017]

**1952** Jaguar Mark VII sun saloon, in opalescent mist green, radio and heater, taxed year, low mileage, indistinguishable from new; £1,095; conditions, part exchange—14, Offington Gdns., Worthing. [C1047]

**1952** Jaguar Mark VII saloon, 20,000 miles, black with brown hide, radio, new tyres and safety tubes, one owner; £1,085; will consider exchange for new Rover 90.—F. Jennings, Sandbach, Cheshire, Tel. 262. [C1046]

**1950** Jaguar Mk. V 3½-litre saloon, sliding roof, gunmetal, faultless condition and performance throughout, genuine 24,000 miles; works report; full examination—Giles, Catton Grange, Norwich 23880. [C1042]

**DISTINGUISHED** Indian gentleman returning home, wishes to dispose of his Jaguar Mark VII; this superb Oct. 1952 model in twilight blue, chauffeur driven over 14,000 miles, is worth £1,200.—Letters to A. Crilly, 2, Brewer St., Oxford. [C1040]

**S100 Competition** 2-str., resprayed British racing green, new hood and tonneau cover, first class mechanically, a virtually unmarked specimen; £395.—The Pantiles Car Sales, 50-52, The Pantiles, Tunbridge Wells, Kent. Tel. Tunbridge Wells 3355. [C1041]

## JAGUAR

**£195**!!—Drop head coupe, 1½-litre 1938 fol- lowsome model, attractive body styling, finished black, leather interior, electric hood, Ace wheel discs; goes particularly well and can be recommended for its mechanical order.

**£495**!!—1½-litre sports saloon, 1948, Jan. delivery special equipment model, £495; terms; ex- changes, £295.—Pippbrook Motors Ltd., Pippbrook 11. [C1016]

**XXX**—See our advertisement under "Sports Cars." [C1016]

**DECEMBER 1948** Jaguar 2½-litre; £465.—Beardmore, 26, Queensway, W.2. Bayless 0156. [C1015]

**1952** Jaguar 3½-litre drop head coupe, 1949, 2½-litre, very good, grey, red leather, radio, heater, light, 2½-litre, £1,095; terms; ex-changes, £295.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 556. [C1016]

**CAMDEN MOTORS**, Leighton Buzzard 2041.—Write for catalogue; open all day Whit-Monday. [C1015]

**1951** Jaguar Mk. V, black, red leather, 28,000 miles, radio, heater, taxed Dec., ex property Jaguar works, chkd, serviced weekly, and had every possible attention, a perfect car in every way; terms, ex- changes, £825.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 556. [C1016]

**JAGUAR** 2½-litre, 20,000 miles late 1939, as it is imagined to 1949. Mark V, fast owner having spent £400 with Jaguar in Coventry, black, new hide leather upholstery, post-war design, picnic table, twin bumper bars, in headlamps, twin spotlamps, w/horns, s/jamps, spotlamps, clean, car of outstanding value; £325—Imperial 456. [C1015]

**1952** Jaguar 3½-litre saloon, directors' car, main- tained regardless of cost by the distributors, fitted Motorola radio, heater, loose covers, mileage 15,000 only, in superb condition throughout; taxed December; £1,095.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.6. Willesden 0047. [C1016]

**1952** Jaguar XK120 sports 2-seater, pastel blue, immaculate, beautifully maintained. Radio, heater, radio, heater, loose covers, loose covers, long-range lamps, modified hood and screen, Lifeguard tubes, not raced, cost £2,000; £1,075 or near offer; owner pur- chasing new XK120.—Hodgson, Cabot House, Clifton Down Rd., Bristol, 8. Tel. Bristol 37909. [C1016]

## Jaguar Cars Wanted

**R**OYAL SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018 R]

**COOMBS & SONS (GUILDFORD), Ltd.**

**URGENTLY** wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [C1024 R]

**SAUL & SLATTER** Ltd., 44-46, Aldermans Hill, N.15.

**MAIN** dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002 R]

**MARSTON MOTOR CO. LTD.**, for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C1016]

**PERFORMANCE CARS** urgently require Jagua- r Great West Rd., Brentford, Middlesex. [C1016]

**1½-litre Jaguars** urgently required.—London Cars, Ealing 5841. [W3041]

**URGENTLY** wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [C1024 R]

**TOP** price paid for Jaguar or similar type car; trade privately.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [W2057]

**JAGUAR Mk. V required**; good prices paid for clean cars.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 556. [C1016]

## Jaguar Spares and Service

**H**ENLY'S, Ltd.

**ENGLAND'S** Largest Jaguar Service Station, GREAT West Rd., Brentford, (Ealing 5477).

**SPARES** and replacement engines for all models from 1938.

**A**ND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

**QUICK** completion of repairs.

**SAUL & SLATTER** Ltd., 44-46, Aldermans Hill, N.15. [C1016 R]

**FULL** stock of spares, Jaguar repairs and main- tenance—Service Station, Green Lanes, N.15. Palmers Green 3631-2-3. [W4002 R]

**FOR XK120**: cylinder head, fitted highlift cams, complete, etc. Tel. 270-Box 509.

**KJ** Girling, Radionoil, agents, Bromley, 3456. [C1067 R]

**PEERLESS MOTORS**, Ltd., main dealers for Bucking- hamshire—Jaguar spares; replacement units, and repairs facilities.—Bath Rd., Slough. Tel. 2284.

**P. POWELL MOTORS**, Ltd., East London area dealers—Full repair and spares service available.—S21, Romford Rd, Forest Gate, E.7. Maryland 4816. [C1045 R]

**J**EX GARAGES, Ltd.—Comprehensive range of spares.

**J**aguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley, Arnold 1154-5. [C1071/R]

**LEONARD WILLIAMS & Co., Ltd.**, offer Jaguar service by factory trained personnel at Packard Building, Great West Rd., Brentford, Middlesex, Ealing 5400. [C1028 R]

**L**ANCASHIRE specialised sales, repair and spares service, large stock available—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4080; Deansgate, Manchester, Tel. Deansgate 4507. [C1031/R]

**PAIRS** at reasonable prices: parts, gears, recon- ditioned, guaranteed gear boxes, engines, suspen- sions, shock absorbers, wide discount—Tarrant & Frazer, 10, Wincheser Mews, N.W.3. Primrose 2647. [C1028 R]

**JEPP**, private or commercial, all spares return post—Wick Autos, Hampton Wick, Ems. 4718, 0820-R.

**JEPPS**.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

**MOTORCRAFT GARAGES**, Station Approach, Gun- nersbury, W.4. Chiswick 3013-0621. [C1024/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JEEP

**£120** buys a special bargain.—See Metamet, famous for car conversions.—98B, Bealize Lane, NW.3, Hampstead 6251.

**1952** (first reg. 1952) Jeeps, all types; spares.—Danlee & Groves, 1-3, Dorset Close, N.W.3. Tel. 8345.

**JEEPS!!** Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010]

**REBUILT** a maker's, own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares, below). [C1006]

**125** grey Jeep (Ford), registered December 1946, 4-seater sedan, 1000 c.c., 4-door saloon, removable setting drop tailboard, span wheel, choice of 2 Jeeps; terms; exchanges; lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**UNIVERSAL CAR DISTRIBUTORS** (LONDON), Ltd., Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue price £1.; latest info on imports, exchange, etc., gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919-6850.

## Jeeps Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041.

**Jeep Spares and Service** JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4752, 4758.

## JENSEN

**BROOKLANDS:** Individual, new and used cars.

**NEW** Jensen Interceptor for early delivery.

**PARTICULARS** available on 541.

**BUY** or sell with confidence; open 9 until 7.

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

## Jensen Cars Wanted

**JENSEN** Interceptor, open or closed, preferably over-drive.—Details and price to 13, Queen Anne St., London, W.1. [C4219]

## JOWETT

**WM** **W**ELBECK MOTORS, Ltd., for Jowets—Javelins and **S**LECTION from our stock.—

**1953** Javelin de luxe full Series III, black, brown hide, 6,000 miles, as new; £765.

**1953** Javelin Mark I, Series III, British racing green, horn, £650.

**W**ELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). For the largest Jowett agents in the country.

**DICKS.** **1952** Jowett Javelin saloon de luxe model, fitted radio, heater, really fine car; £595. **DICKS' CAR SALES**, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6288-9. [C1072]

**C** LARKES OF PIRBRIGHT. **THE** Jowett centre of the south offer:—

**1949** Javelin de luxe, black with red upholstery; £465.

**1951** Javelin de luxe, grey with red upholstery; £550.

**1952** Javelin de luxe, excellent condition; £595.

**1937** Jowett 10/4, two owners, well above average condition for the year; £195.

**WE** wish to purchase good used Javelin and Jupiter.

**CLARKES OF PIRBRIGHT**, Pirbright, Surrey. Tel. Brookwood 2201. [C1049]

**TOM GARNER**, Ltd., offer:—

**1953** Jowett Javelin 1½-litre (Series III Eng.) saloon de luxe, bronze, heater, radio, 12,000 miles, one owner; £765.

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

**H.** BEART & Co., Ltd., offer:—

**1950** Jowett Javelin saloon de luxe, green, beige upholstery, carefully maintained by one owner since new and in above average condition; £495. 102 London Rd., Kingston-on-Thames. Kingston 5348. [C1051]

**H. A. SAUNDERS**, Ltd., offer:—

**1950** Jowett Javelin de luxe saloon, black, brown upholstery, heater, recorded mileage 20,500; £555.

**1952** Jowett Javelin saloon, black, brown upholstery, heater, recorded mileage 10,000; £615. 836-842, High Rd., N.12. Hillside 5272 (6 lines). [C2027]

**GUY SALMON AUTOMOBILES**, offer:—

**1951** Jowett Javelin de luxe, heater and radio, ivory b.o.w. upholstered, moderate mileage, one owner, £500; condition; £530. 10, Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

**H. M. BENTLEY & PARTNERS**, Ltd., offer:—

**1953** (October) Mark 1A Jupiter, 5,000 miles; £750. **1950** (November) Javelin de luxe saloon, black, brown leather, overhauled and guaranteed; £525.

**9** Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

**1952** Javelin saloon, one owner, maroon; £595—May. 30%. [C3050]

## JOWETT

**H. A. SAUNDERS**, Ltd., Golders Green, offer:—

**JOWETT** Jupiter Mark IA, bottle green; £1,028. 4/2.

**BRAND** new unregistered Javelin saloon de luxe, maroon beige leather; £957. 7/6.

**Jowett** Javelin de luxe saloon, blue/beige recommended; £450.

**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.1. Speedwell 0011 (10 lines). [C4004]

**1951** Jowett 4-light van, green, excellent order; £825. Odeon Motors, Ltd., Barnet 1144. [C1029]

**1949** Javelin saloon, one owner, heater, supplied and serviced by us since new, superb condition; £450.

**1951** Javelin de luxe saloon, grey/red leather, recommended engine, one owner, immaculate; £525.

**G. W. WILKIN**, Ltd., 1, Weston Park, Kingston-on-Thames, Kt. 2241. Jowett Main Agents. [C4053]

**1952** Jowett Jupiter, good engine, wireless, new green; £650. Box 5723. [C2525]

**GODFREYS**, Ltd., Jowett Main Agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

**1952** Jowett Jupiter, 4-light van, green, fawn cloth, £1,028. [C1029]

**1950** Jowett Javelin, green, fawn cloth, bargain; £465. Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011]

**1952** Jowett Javelin de luxe saloon, perfect; £545.

**1952** Vare Motors, 472, Archway Rd., Highgate, N.6. Mountville 9039 and 5306. [C4074]

**1953** Jowett Javelin de luxe saloon, black with brown leather upholstery, immaculate condition throughout; £695. Coventry & Jeffs, Bristol 20000. [C4049]

**1953** Jowett Jupiter Mark I Series III, mileage under 3,000, not taxed or used this year, ivory maroon, new condition; £715, exchange considered.—54, Bentinck Ave., Blackpool, S. Tel. 41980. [C1029]

**1952** Jowett Jupiter, finished bronze, red leather, fitted extras, as new throughout, one owner; £625; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., London, Tel. 4211. [C4049]

**1953** Javelin de luxe, finished silver grey with red leather, one owner, 10,000 miles, quite as new; £745. Trade in part exchange enquiries invited.—G. P. Morley, Ltd., 54 Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

## Jowett Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**PERFORMANCE CARS** urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041]

## LAGONDA

**BROOKLANDS:** Lagonda distributors; latest 1954 models on show and for demonstration.

**1953** Lagonda 2.6 Mark II 4-door saloon.

**1953** Lagonda 2.6 foursome drop head coupe.

**1952** series Lagonda 2.6 saloon, 14,000 miles.

**A BOVE** cars passed by makers.

**BUY** or sell with confidence. Open 9 until 7. [C1029]

**DAVIES MOTORS**, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.). PLEASE apply for our list of reconditioned used models; any make taken in part exchange.

We shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

**DAVIES MOTORS**, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080]

**1932** 2-litre Lagonda, 4-seater tourer, full alloy equipment; good condition; £300.—D. Barker, The Close, Catherine Rd., Bowdon, Cheshire. [3395]

**LAGONDA** 2-litre 1951 low chassis, speed model, reliable road condition; £1050 o.n.o.—The Cedars Hotel, Fidias Rd., Llanishen, Cardiff. [3395]

**£225** 1951 Lagonda 10hp special sportsman's coupe, full 4-seater with most attractive lines, swept tail enclosure, rear luggage box mounted, spare knock-on wheels, quick-filters all round, rich leather interior, highly polished wood fillets and facia containing 100mph speedo, rev. counter, fuel and temperature gauges, several expensive extras, latest type windscreen wipers, steering-column control, windscreen, parklights, etc., excellent duo-finish to exterior, almost new Michelin tyres, astonishing performance—a little cracker.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Open all day Whits-Monday. [C1035]

## Lagonda Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**PERFORMANCE CARS** urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041]

**Lagonda Spares and Service**

**DAVIES MOTORS**, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

The Lagonda specialists, offering every possible service facility to all Lagonda owners, including Honeychrome paint and lacquer, popular centre exchange for the 2.6 model; reconditioned engines available for 12-cylinder, 4½-litre and 16.80 models.

**273**, London Rd., Staines. Tel. 4211 (5 lines). [S1080]

## LANCHESTER

**S**TRATSTONE, Ltd.

**LANCHESTER** 14 saloon (1952), black, red leather; £575.

**LANCHESTER** 10 saloon (1948), black, red leather; £500.

**STRATSTONE**, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464).

**H. BEART & CO., Ltd.**, offer:—

**1954** (model, first registered 1955) Lanchester 14 genuine black with red upholstery, one owner, genuine 7,000 miles, like brand new throughout, outstanding value at £1,045.—102 London Rd., Kingston-on-Thames. Kt. 5348. [C1061]

**1953** Lanchester 14 saloon, 9,000 miles genuine, radio, heater, one owner; £975.

**R. IPOD LTD.** (Lanchesters purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C5052]

**£65** 1954 Lanchester 10 saloon, clean car, tax-free, black, red leather, £625. Bristol Rd., Brighton. Tel. 28434. [C1009]

**1933** Lanchester 10 saloon, running order, good radio, suitable for spares, best offer—Box 5788. [C5788]

**1953** Lanchester 14 sal., green, one owner, 4,800 miles, £575.—Tickford, Ltd., Temple Bar 3338. [C4029]

**1938** Lanchester 14, £250, or hired 56 months, inc. tax and ins., £11.15. Cooden Engineering Co. Ltd., Bexhill-on-Sea. Tel. Cooden 600. [S264]

**LANCHESTER** 14 4/5 hp 1957, immaculate condition, black, blue leather, pre-selector; £220.—Battersea 2124. [S382]

**L**ANCHESTER 14 saloon, one owner (deceased), very carefully driven, for 2,635 miles, finished black with brown hide, fitted heater; £945.—Taunton 2051. [S379]

**£366** 1954 Lanchester 14, fitted most excellent 4½-seater drop head coupe bodywork, identical with post-war model, spares, condition above average, man's motor, hire purchase, hire purchase exchanges.

**AMBS OF WOOD GREEN**, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. [C2052]

**£245** 1954 Lanchester Roadrider 14hp 5-seater saloon, one of the better quality pre-war cars, coachwork largely original and generally very fine, just as it was, maroon, neat and tidy interior with rich leather upholstery, refined performance, pre-selector, parklights, excellent tyres all round, quite a bit above the ordinary run.

**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Open all day Whits-Monday. [C1055]

## Lanchester Cars Wanted

**KIRKWOOD CARS** buy pre-war Lancasters.—78 Streatham Hill, S.W.2. Tulse Hill 1286. [W4025]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lancaster.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**Lanchester Spares and Service**

**A**RCOT ENGINEERING, Ltd.—Pre-selective gear boxes

**E**xchanges and repairs—169, Fulham Rd., S.W.3. Kensington 7501. [C237/R]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.G.

**1953** M.G. T.D. 2-seater, immaculate condition; £605. Middlesex Motors, Harrow 6022. [13506]

T.D. M.G.—1951 excel. cond. many extras; £500 or nearest.—Tel. Pro. 6227 6.15-8.15, or week-end. [13584]

**£130** M.G. J2 sports 2-star, perfect throughout. Cartfort, Walkford Way, Highcliffe, Hants. Tel. H. 46. [13019]

**1953** M.G. 1½-litre saloon, 7,000 miles, immaculate; £75. Sargeant & Collins, Bromley Imperial 2242. [3466]

**£330** 1953 M.G. 2.6-litre drop head four-seater coupe; a smart, high performance for £110 down. [11000]

**£285** 1953 Series M.G. 1½-litre sports saloon, outstanding condition throughout; £100 down. Below. [13585]

**£395** 1947 (July) M.G. T.C. 2-star, out of the boxcar special, scarlet with white wheels; 6,350 miles; Braby Motors, 180-184, West End Lane, N.W.8. Tel. 4480. [C1024]

**1952** M.G. T.D., perfect appearance, mechanical condition; many extras, any inspection. Northants area; £550. Box 5669. [13159]

**M** G. T.D. 1953, colour pillar-box red, beige interior, fitted twin spots, badge bar, etc., maintained in first-class condition throughout; £595. [13408]

**LISLES GARAGES**, Ltd., 50-52, Broad St., Birmingham, Midland 5574. [13447]

T.C. 1947, maintained by one expert mechanic since new, perfect throughout; genuine reason for sale; £565. Allen, Highwood, Ledbury, Herefordshire. [13566]

**545** M.G. 1949 1½-litre saloon, duo-green, sides red and either, one owner, exceptional terms; exchanges—Rowland Smith, below. [14017]

**545** M.G. Midget, September 1951 T.D. 2-seater, blue fawn leather, supercharger, oil cool., one owner, exceptional terms; exchanges—Rowland Smith, below. [14018]

**425** M.G. 1951 Midget, October 1949 T.C. 2-seater, black, fawn leather, one owner, excellent condition, terms; exchanges—Rowland Smith, below. [14019]

**375** M.G. Midget, 1946 model T.C. 2-seater, red, radio, good tyres, excellent condition; terms; exchanges—Rowland Smith, below. [14020]

**145** M.G. Midget, 1946 model J2 2-seater, open 9.7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1952** M.G. T.D., one owner, low mileage, in perfect condition, black, red leather, loose covers, genuine since 1945; £595. [13409]

**DOUGLAS CAR SALES**, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075]

**1949** (April) M.G. T.C. sports, green, beige upholstery, tonneau cover, taxed December, excellent condition; £595.—Station Garage, Finchley 89. [5301]

**1953** M.G. T.D. finished grey red, taxed end year, 7,700 miles, only perfect condition; £625. Normans Garage, 353, Bath Rd., Slough, Bucks. [5416]

**M** G. 1947 T.C. model, in first-class condition throughout; £385. Riddington & Rimmer (Birkdale Garages), Ltd., 205, Liverpool Rd., Southport. Tel. 6515. [5248]

**1952** T.D., one owner, 14,000 miles, cream with red uphol., in beautiful condition; £575. Ward & Co. (Putney), Ltd., 72, West Hill, S.W.15. Vandyke 1072. [3196]

**M** G., we are now able to offer you Mr. Toumlin's own personal racing coupe, tubular chassis L.L.A. all-enveloping aluminium coupe, 2-seater, aerodynamic body, road equipped; personal callers only. [5161]

**1952** T.D., body red, 1500 engine, 1½-in. carb., special camshaft modified I.P.S. [5162]

**M** R. Toumlin's own car—sells for health reasons. [5344]

**TOULMIN MOTORS**, 345, Staines Rd., Hounslow. [5344]

**£477**!!! M.G. T.C. 2-seater sports, 1948.9 model, the finest we have ever had, with extras worth £100, whole car specimen condition and meticulous maintained; 5 months' guarantee; hire purchase; £250. [13402]

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2025]

**1948** (December) M.G. T.C., reconditioned clutch and engine to be run-in, supercharger, Newson, Wandsworth horns and many extras, excellent condition throughout; £525.—Smith, 365, Gladstone Rd., Peterborough. Tel. 3344. [12996]

**1937** M.G. 2-litre sports saloon, excellent condition over £100 recently spent on the engine; £250, or hired 36 months, inc. tax and ins.; £11.15.5. Cooden Engineering Co., Ltd., Bexhill-on-Sea. Tel. Cooden 600. [3265]

**1949** M.G. T.C., black/red, true mileage 15,000, genuinely good throughout, excellent appearance; extras; private callers only; no dealers; £400. Evenings, week-ends; 56, Worton Way, Isleworth, Middlesex. [2994]

**1948** M.G. series T.C. red sports 2-seater history and bills available, immaculate condition; £350; terms and exchanges—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Cooton 2703 and 889. [C2059]

**£495**!!!—A very special 1949 T.C., fitted with unusual detachable hard top, late owner spent £230 with M.G. Universe. Many extras, running engine and chassis to perfection. Fitted many extras, this car must be seen and driven. [C2025]

**NORTHERN MOTORS OF HARROW**, 186-194, Pinner Rd., Harrow 4444. [C2025]

**£365**—M.G. T.C. 1946, black, oversize rear tyres, Brookland steering wheel, mica screen, motor cycles can be taken in exchange. H.P. terms—Chilham Autos, Ltd., 138-142, Tooting High St., S.W.17. Balham 5484. [3443]

**1938** M.G. 1½-litre V.A. Tickford drop head 4-seater; the following have been renewed on this car during 1953: engine, gear box, battery, carburetors, resprung black, wheels and spoked hubs, 4 tyres, heater, screen wash, propeller shaft; £260; no dealers.—Tel. Winchester 3510. [5272]

## M.G.

**XXX** Most attractive 1948 (March) M.G. T.C. sports 2-seater; this immaculate one-owner car is finished in black with silver wheels and green leather upholstery; it is very fully equipped with radio, fog lamp and two spare wheels, record player, engine, a real enthusiast's car; outstanding performance; written guarantee; terms; exchanges—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002]

**MAVFAIR GARAGES**, Ltd., September 1949. T.C. 2-seater, finished in Cambridge blue with leather upholstery and full-length zipped tonneau cover; almost new Dunlops, many extras including twin exhausts, cut-out, twin aero screws, twin Windlasses, twin spot lamps, mascot probably the smartest T.C. with leather interior, the standard performance guaranteed; £465. [13584]

**XXX** 1952 (May) M.G. 1½-litre saloon, thus most carefully used and immaculate one-owner car, a finisher, very full equipment, adjustable steering column, etc., has a delightfully full performance and is a quite unmarked example of this scarce and much sought after model, written guarantee; £605; terms; exchanges—H. F. Edwards, 200 Great Portland St., London, W.I. Tel. Langham 0012. [C2003]

## M.G. Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube) N.W.3. Ham 6041. [W4018-R]

## SLOCOMBE'S, Ltd.

We urgently require M.G.s of all models since 1933. Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017]

**MAVFAIR GARAGES**, Ltd., top cash prices for M.G.'s—Balderton St. W.I. Mayfair 5104. [W4016-R]

**POST-WAR M.G.s** T types required—Ross Motors, Ltd., Regent St. Hinckley Leics. Tel. Hinckley 558. [13585]

**THE CAR MART** Ltd., London, wish to purchase T.M.G. cars—582, Streatham High Rd., S.W.16. Streatham 0054. [W4016-R]

**PERFORMANCE CARS** urgently require M.G.s—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

**C.N.K. MOTORS** require M.G.s particularly V.A., N.W.1, T.B. and T.C. models—355, Finchley Rd., N.W.3. Finchley 5712. [W1052]

**URGENTLY** required 1947-53 M.G. 1½-saloons—Gibson Special Cars, Christchurch, Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [W3042]

**M.G. Spares and Service**

**TOULMIN MOTORS**

**OFFICIAL stockists**

**SPECIALIZE** in M.G. and MG cars only, repairs and complete overhauls of all models; reconditioned engines in stock for types P, J, T and L and N. Metallic exchange service—dynamo, starters, crankshafts, valves, gears, bushes, etc., vertical drives, V.D. sleeves, rockers, rocker bushes, make shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available, we specialize in all M.G. repairs and overhauls. [S1071]

**TOULMIN MOTORS**, 345, Staines Rd., Hounslow. Tel. Hounslow 2258 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [S1072]

**PERFORMANCE CARS**—M.G. sales, service, spares, Great West Rd., Brentford, Middlesex. Ealing 8841. [S1073]

**S**PECIALISTS outside the factory—7, Herford St., London, W.1. Gro. 4141. [S1050-R]

**W. W. DERINGTON** Ltd., for M.G. spares and replacements, new and used, valves, guides, gaskets, road springs, brake linings and cables, stage I and II, Layzell Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers, and exhaust systems—159-161, London Rd., Kingston 5621-2. [S1074]

**M.G. Spares**, most parts in stock for all models 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive shafts, etc., prompt postal service—A. E. Whiteman, Queen's Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5053. [C4033-R]

## MORGAN

**1950** Morgan 3/4, recorded mileage 6,000, twin spares unused, red with black leather; £475. Cox's Motors (Leicester), Ltd., 11/15 Conduit St., Leicester. Tel. 2200. [C1095]

**1953** Morgan Plus Four (2-seater), mechanically sound, no sensible offer refused—Newsham, 3, Ribblesdale Ave., Hollies Rd., Wilpshire, Blackburn. Tel. 48585. [S1035]

**Morgan** 3/4, November 1946, drop head coupe, red, red, good tyres, 2 spares, excellent condition, taxed, choice of five 4.4s; terms; exchanges—Smith, 19-21, Westgate, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**Morgan Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan—Hampstead (Tube), N.W.3. Ham 6041. [W4018-R]

**SLOCOMBE'S**, Ltd.

We urgently require Morgans of all models since 1933. Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017]

**Morgan Spares and Service**

**MORGAN** 4/4 official spare parts stockists, service and repairs—Basil Roy, Ltd., 161, Gt. Portland St. W.1. Langham 7733. [S1014-R]

**MORGANS**—All available spares in stock—F. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [C2025]

**MORRIS MINOR**

**PHILIP RICKARDS**, Ltd., offer—

**1954** Morris Minor saloon, black, 4-door de luxe, 100 miles only; part exchange; deferred terms—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C2059]

## MORRIS MINOR

**WARWICK WRIGHT**, Ltd., offer—

**1953** (December) Morris Minor ohv saloon, green, 7,000 miles; £595. [C1045]

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 2761. [C1045]

**1954** Weybridge 600. [C1045]

**1953** Morris Minor convertible, one owner, 8,000 miles, in new condition throughout; £525. [C1045]

**COLES GARAGES**, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1045]

**1951** Morris Minor saloon, black with beige interior, fitted with clear wing seats, a very attractive car; £495. [C1045]

**G & R GARAGE**, Ltd., 33, Victoria Rd., Surbiton, Epsom 7575. [C1045]

**1949** (October) 2-door saloon, green with lawn interior, recorded mileage 12,000, superb condition; £485. Below. [C1045]

**1954** (May) Morris Minor saloon, 7,000 miles; £595. Below. [C1045]

**1950** Morris Minor 2-door saloon, maroon, 15,000 miles, one owner, superb condition; £470. Robbins, East Putney. Tel. 4581. [C1045]

**1953** Morris Minor 4-door saloon, Cirencester 2,000, no new paint, choice of two. [C1045]

**DENHAM SERVICE STATION**, Ltd., Denham. Bucks. Tel. Denham 2286. [C1070]

**1954** Minor de luxe saloon, brand new, heater, black red, works mileage, taxed year; terms; 97, Wilmington Way, Brighton, 6. Tel. 56560. [C1074]

**1951** (June) Minor convertible, 100% mechanically perfect; £450—Campbell Symonds, Perivale 4456. [C1057]

**1953** (September) Morris Minor convertible, black, red interior, radio, heater, immaculate throughout, best offer over £540. Box 5767. [C1059]

**1952** Morris Minor export model, 4-door saloon, green, £595. Excellent condition, all maintenance recorded, licensed year, Bedford, £510. Box 5790. [C1059]

**1953** Morris Minor 2-door saloon (o.h.v. engines), one owner—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hounds 1948. [C1047]

**TWIN** carburetor conversion H.C. head, high ratio rear axle, gives amazing performance with economy, send for details and road test, demonstrations any time. [C1047]

The following offered complete with conversion:

**1951** av 2-door saloon. [C1047]

**1953** ohv 4-door saloon, heater. [C1047]

The above are also available without conversion if required.

**ALEXANDER ENGINEERING** Co., Ltd., Hadleigh, A. Bucks. Tel. 545. [S289]

**£555**!!!—1952 (August) Morris Minor, 4-door de luxe saloon, 12,000 miles, as new; £605. Lower Henley Rd., Caversham, Reading. Tel. Reading 72755. [C1059]

**1951** Morris Minor convertible, blue, 19,000 miles, exceptionally good; £465. Hillingdon Motors, Ltd., 325, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8894. [C1062]

**1952** (March) Minor 2-door green saloon, 14,000 miles, one owner, well maintained, £490—Sutton Coldfield 2616. [C1044]

**1934** Morris Minor saloon, £50, deposit £10. 9. monthly instalments of £10. 10. 9. Cooden Engineering Co., Ltd., Bexhill-on-Sea. Cooden 600. [C1046]

**1953** (September) Morris Minor saloon, 5,000 miles, black, new cover, leather, reversing light, indistinguishable from new, taxed December. £524. Featherstone Car Sales, Hendon 5624. [C1048]

**DECEMBER** 1952 Morris Minor saloon, grey with red upholstery, single owner, 17,000 miles garage service, heater and fog lamp; £590—Dr. Want, 152, Woodborough Rd., Nottingham. [C1049]

**1952** Minor 2-door saloon, loose covers, Mellow tones, illuminated electric clock, defroster, low mileage, one owner; £490—Orpington 6042. [C1046]

**1950** Morris Minor convertible, maroon, many extras, a very attractive car in unusually good condition; £415; terms; exchanges—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C1026]

**1952** (April) Morris Minor 2-door saloon, black, one owner, one genuine mileage 18,000, taxed year; £525. R. Morris, 151, Queen St., Maidenhead. Tel. Maidenhead 541-2. [C1051]

**1953** Morris Minor September 1949 tourer, black, new hood, good tyres, carefully used, terms; exchanges; 1st, open 9-7 week-days and Saturday—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1953** (Feb.) Morris Minor saloon, grey red interior, loose covers, 8,000 miles only, genuine, used only as a second car, brand new condition; £550; part exchanges and gradual confidential payments scheme—J. S. McKinlay, Ltd., 5 Stafford Rd., Wallington 3404. [C1020]

## Morris Minor Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers. Highest cash price for Morris Minor—Hampstead (Tube), N.W.3. Ham 6041. [W4018-R]

**PRIVATE buyer offers cash '49-'52 convertible—Lieut. Warne, H.M.S. Dolphin, Gosport. [C1047]**

**MORRIS Minor saloon 2- or 4-door required, 1952/53** cash collection anywhere—Te. Derby 45770.

**RICHARDSON & CAREY** buy Morris Minor—55, Kinner Street, London S.W.1. Sloane 5424. [C10345]

**TOP** price paid for Minor or similar type car: trade or privately—54. Streatham Hill, S.W.2. Tulse Hill 2676. [C10516]

**THE CAR MART** Ltd., London, wish to purchase Morris Minor cars—520. Euston Rd., N.W.1. Euston 1312. [C1016-R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS EIGHT

REGENT SERVICE GARAGE

OFFER:—

**MORRIS** 8 2-door saloon, black, brown leather, taxed 1 year, outstanding example; £345; also **MORRIS** 8 1938, excellent car; £165; also

**MORRIS** 8 1938 2-door, good little car; £139.**291**—255 Ballards Lane, North Finchley, London, N.12. Hillside 4011/4405. [C3464]**S.G.A. MOTORS** who deal exclusively in Morris 8s, offer:—**1939** series E 4-door de luxe saloon, immaculate condition; £275.**1939** series E 2-door de luxe saloon; £265.**1939** series E 4-seater tourer, excellent condition; £235.**1938** 4-door de luxe saloon, recellulosed; £195.**1938** 2-seater tourer, immaculate condition; £195.**1937** 4-seater tourer, excellent condition; £165.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

**S.G.A. MOTORS**, Morris 8 Specialists, 14, Atherton Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd., Tube). Western 3208. [C4063]**1939** Morris 8 tourer; £235; 3 months' guarantee.**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]**£65**—Morris 8 4-door saloon, clean car, any trial; £65. 26, Brighton Rd., Brighton. Tel. 28440. [C1009]**1947** Morris 8 2-door saloon, black, excellent condition throughout; £235.**MAGDALEN MOTORS**, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7579. [C5005]**1948** de luxe saloon, many extras, hardly used, £235; really perfect condition, private, 3800 miles, Brixton 2466. [C3457]**1938** Morris 8 saloon, excellent condition; £155. 10, The Potters (Autos), 395, Hendon Way, N.W.4. Hudson 1423-4. [C3063]**1939** Series E 4-door sunshine roof, good condition; £255. 50, Dunstan Rd., N.W.11. Central 2669 (day), Speedwell 2946 (evening). [C3420]**£335**—1947 Morris 8 4-door saloon, one owner, small mileage, spotless condition; 3 months' guarantee; hire purchase, exchanges.**L AMPS OF WOOD GREEN**, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]**345**—Morris 8, November 1948 4-door saloon, 345 miles, carefully used, excellent condition; terms, exchanges; Rowland Smith, Brixton. [C4018]**165**—Morris 8, 1938 de luxe saloon, maroon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). [C4018]**MORRIS** 8, 1939, perfect condition, engine decar-**M**bonised and rear axle overhauled, resprung black; £250. Kirkdale Cars, Cobbs Corner, Sydenham 6129. [C2068]**1948** Morris 8 4-door saloon, black, exceptional throughout, guaranteed; £385; exchange terms. Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]**£145**—1937 Morris 8hp saloon, new maker's engine being fitted, part exchange and H.P. can be arranged. St. Paul's Blackfriars, Albert, Charing Cross Rd., Tube. Canterbury 1500. Ext. 250. [C3512]**1938** Morris 8hp 4-door saloon, really exceptional car in first-class order; £195 or £65 deposit, balance over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071]

## Morris Eight Cars Wanted

PRIVATELY owned Morris 8—5, Brack Court, Kingston Hill, Tulse Hill 2700. [W2037]  
**M**orris 8, 1939/1948, urgently required.—6, Rod Marion Mews, off Baker St., W.1. [W2066]

**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]**MORRIS TEN**

NORMAN AUTOS offer:—

**1938** Morris 10 Club coupe, exceptionally nice, £195; also 1938 Morris 10 saloon, £195.**N**ORMAN AUTOS, 352, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C313]**1936** Morris 10 coupe; £135.**1939** Morris 10, choice of 2; £235; 3 months' guarantee; terms and exchanges.**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]**C.M.I. CAR SALES** (Pri. 6623) offer:—**1947** Morris 10, black, very good condition; £350.

THREE months' guarantee; terms; list on application.

**T**-Swiss Cottage, Finchley Rd., N.W.3. [C1051]**1948** Model Morris 10 de luxe sun saloon, one owner, superb condition; £385.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kt. 2241. [C4053]**365**—Morris 10, 1948 saloon, black, worn leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]**Morris Ten Cars Wanted**

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 10—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

## Morris TWELVE

**175**—Morris 12, 1936 special coupe, black, brown leather, polished, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## MORRIS FOURTEEN

**£165**—1938 Morris 14 4-door de luxe saloon, a clean car, taxed, drive away. £65 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**195**—Morris 14, 1938 saloon, black, sliding head, 195 brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## MORRIS SIXTEEN

**1947** Morris 16hp saloon, very nice car, in excellent condition, taxed, drive away. £65 down—LAWAY, 10, Station Road, Merton, S.W.16. [C3051]

**1953** Morris Oxford, 1938, Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [C1039]**PHILIP RICKARDS**, Ltd., offer:—

## CAR MART, Ltd.

**1953** Morris Oxford saloon, £685.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [C1039]

## MORRIS OXFORD

**1952** Morris Oxford saloon, grey, 22,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Groves 4772-5. [C3051]

**L**AWAY, 10, Station Road, Merton, S.W.16. [C3051]**NAYLOR & ROOT**, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252. [C3022]**1953** Morris Oxford saloon, black, red leather, £675. May 3051. [C1024]**1955** Morris Oxford saloon, black, red leather, £675. May 3051. [C1024]**1952** Morris Oxford, July, 13,000 miles, green, £750. new heater, as new; £85.—Crummore, Ltd., Tel. 2040. Potters Bar. [C1062]**£735**—1938 (July) Morris Oxford de luxe travel-**er's car, grey with red upholstery, recorded mileage 11,000, fitted heater, immaculate.****DENHAM SERVICE STATION**, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]**MORRIS** Oxford saloon, green, excellent condition throughout, one owner Pad. 0091—Myrtle Garage, Ltd., 6/1, Dorset Close, Gloucester Place, N.W.1. [C3335]**1951** Morris Oxford, black, one owner, splendid order; £500; another with new engine, £520.—Smith & Hunter, 376, Kensington High St., Western 2312. [C4019]**1954** ex-demonstration Morris Oxford standard saloon, Clarendon grey with red upholstery, £695. March 2000. [C1027]**1953** Morris Oxford saloon, £695.—British & Colonial Motors, Ltd., 13,14, Upper St. Martin's Lane, W.C.2 (Ad). Leicester Square Tube Station. Temple Bar 5582. [C1027]**465**—Morris Oxford, 1951 saloon, black, grey with red leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]**PRIDE & CLARKE**, Ltd.—1953 Morris Oxford saloon, black, red (9,000 miles), heater, grey red (11,000 miles); choice 2 from £599; 1950 black brown, heater; £449; 3 months' guarantee; terms, exchanges. Lists. 158, Stockwell Rd., S.W.9. Brixton 6251. [C3068]**Morris Oxford Car Wanted****G**OOD Oxford wanted; immediate cash—Lib. 1604 or 6975. [C3048]**WHY** not less for your Morris Oxford saloon when you can get its full market value from**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]**A** LOW mileage Oxford required from private owner.—Elmes, 24, Argyle Rd., Ilford. Ilford 0326. [C3490]**TOP** price paid for Oxford or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]**THE CAR MART**, Ltd., London, wish to purchase Morris Oxford cars.—582, Streatham High Rd., S.W.16. Streatham 0054. [C1071 R]**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford—Hampstead (Tube). N.W.3. Ham 6041. [W4018 R]

## MORRIS SIX

**NEWNHAMS**, Ltd.**1950** Morris Six saloon one owner, excellent condition; £455.**1951** Morris Six saloon, grey with red interior, one owner, taxed year, really immaculate. 10,000 miles; £575.—Putney 2770. [C1028]**Morris Six Cars Wanted****R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]**Morris Miscellaneous Cars Wanted****K**INGSTON-ON-THAMES Morris agents and specialists.**G**RAYSON, Ltd., 1, Weston Park, and 84, Eden St., Kt. 2241-2. [C1028]**M**ORRIS genuine spares and specialist service in the West End.**S. MORRIS & Co.**, Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C1042/R]**M**ORRIS the official stockists, for spares, service and repairs.**T**EL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [C1091/R]**L**ARGEST and quickest spares service in the South of England.—Hewsons Garage, Ltd., Reading. Tel. 4426. [C1026]**R**EPAIRS at reasonable prices; parts, gears, recon-**d**ditioned guaranteed gear boxes, engines, suspensions; h.c.c.; absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C1026]

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**RILEY** used parts; also saloons.—Chili Parlour Cafe, 15217  
By Pass, Hatfield, Herts.

**A** EXCHANGES AND REPAIRS—169, Fulham Rd., S.W.3.  
Kensington, 7501. [10258 R]

**R**EPAIRS, parts, reconditioned guaranteed gear boxes (including Warner), shock absorbers, engines, Tarnier & Frazer 30 Winchester Mews, N.W.3. [10660]

**S**PACIALIZED Riley dynamo starter magneto repair service, old units bought.—Ae

Ignition, Ltd., 80 Duddes Hill Lane, Willesden, N.W.12. Tel. 3496. [10506]

**J**AMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carrers Lane, Highgate Rd, London N.W.5. Tel. 5446. [10992 R]

**R**ILEY distributors for 26 years.—Comprehensive list of Riley spares, accessories and parts invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67-16622.

**ROLLS-ROYCE**

**J**ACK BARCLAY, Ltd.,  
**B**

EXCLUSIVELY for Rolls-Royce and Bentley.

**L**ARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

**E**XAMPLE: 1939 Wraith saloon with division, by H. J. Mulliner, painted black and upholstered in grey leather, 59,000 miles, £1,575.—Jack Barclay, Ltd., Bedford Square, London, W.I. Open until 8 p.m. May 7444. [C1092]

**R**IPPON

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**R**IPPON BROS., Ltd.

**T**HE leading Northern Rolls-Royce and Bentley specialists.

**H**AVE a very fine selection of post-war Rolls-Royce and Bentley cars, etc.

**R**IPPON BROS., Ltd., Huddersfield 7070 (10 lines). [0905 R]

**R**Also Bradford, Leeds and Sheffield. [0905 R]

**PB**, Ltd., offer:-

**1938** 25 30 Rolls-Royce Barker owner-driver saloon with boot, semi razor edged, small mileage, in immaculate condition.

**1935** 20 Rolls-Royce with Hooper 4-door, 4-light owner-driver saloon body, recent overhaul, in beautiful condition throughout.

**1933** 25 30 Phantom II owner driver saloon, recently overhauled.

**PADDON BROS.** 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C5053]

**F. WARD, Ltd.**

**1935** (first reg. '36) 20 25hp sports saloon, 4-light, in excellent condition; £595.

**L** F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.I. Tel. Mayfair 5255. [C4043]

**VINTAGE AUTOS.**

THE pre-war Rolls-Royce specialists.

**A**LWAYS a good selection of all types at very competitive prices.

**66** London Rd., Tooting. Tel. Mitcham 3951. [C4039]

**R**USSELL MOTORS offer:-

**1938** 25 30 Rolls-Royce G.Z.R. series Hooper sports saloon radio, heater, screen washers, etc.

**1937** 25 30 Hooper sports saloon, low mileage.

**R**USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C5060]

**H**AROLD SIMONS, Ltd., offer:-

**1935** Rolls-Royce 20 25hp saloon, recent engine

overhaul by Messrs. Rolls-Royce, and other minor work, all bills available; £635; trade enquiries welcomed, 3 months' written guarantee, free service after sale, exchanges, deferred.—Harold Simons, Ltd., 307, Highgate Hill, N.19. (at North Circular Cross Rd., 3 minutes' Trolley, East Finchley Tube). Finchley 0052-53-54. [C4065]

**METCALFE & MUNDY**, Ltd.

**1940** Rolls-Royce Wraith 4-litre sports saloon with luggage boot, Thrupp & Maberly coachwork, black with fawn leather upholstery, radio, screen washers, etc., fitted, superb condition; £1,850.

**M**ANN EGERTON & Co., Ltd.

**1940** Rolls-Royce Wraith 4-litre sports saloon with luggage boot, Thrupp & Maberly coachwork, black with fawn leather upholstery, radio, screen washers, etc., fitted, superb condition; £1,850.

**M**ANN EGERTON & Co., Ltd.

**14** Berkeley St., W.I. Hyde Park 2075. [C2006]

**MASCOT MOTORS**, Ltd., offer:-

**1936** 25hp Windover sedan; £700.

**1935** 25hp Gurney Nutting fixed head coupe, choice of two £700 and £650.

**1934** 25hp Park Ward sports saloon; £650.

**1932** 25hp Owen sedan drop head four-seater coupe; £525.

**1930** 25hp Barker Tickford 4-light saloon; £295.

**23**—24, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]

**1925** Empire Exhibition 20hp saloon, green black, reupholstered, wonderful performance.—Stanard, Ardingly College, Sussex. [12976]

**R**OLLS-ROYCE Park Ward 6-light saloon, colour black, 14,000 miles only, first registered May, 1951. £3,850—Brown & Maitland, Ltd., Blackpool. Tel. 3252. [3482]

**ROLLS-ROYCE**

**H. R. OWEN, Ltd.**

**L**ONDON'S leading specialist in Rolls-Royce and Bentley cars, offer the following selection:-

**1953** hide, 8,000 miles, £5,650.

**1952** Park Ward sports saloon, velvet green with white hide; £5,450.

**1952** Freestone & Webb sports saloon with division, black with beige hide; £4,450.

**1949** James Young razor-edged sports saloon, black and golden beige with beige hide; £3,950.

**1949** James Young razor-edged sports saloon, black with blue hide; £3,600.

**1949** Hooper touring limousine, black with brown hide, 1938. [C1064]

**1939** H. J. Mulliner Wraith, fully razor-edged sports saloon, black with grey hide; £2,500.

**1936** H. J. Mulliner Phantom III, fully razor-edged sports saloon with division, black with grey hide; £1,495.

**1935** James Young 20 25 sports saloon, black with blue hide; £995.

**W**e are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

**H. R. OWEN, Ltd.**

**17** Berkeley St., London, W.I. Tel. Mayfair 9060. [C5052]

**S**WANSEA GARAGE, Ltd., offer:-

**1950** Rolls-Royce Silver Wraith drop head four-seater coupe; £2,625.

**1944** Rolls-Royce Wraith owner-driver saloon by Thrupp & Maberly; £1,725.

**1940** Rolls-Royce Park Ward owner-driver saloon, with division, first registered 1949; £1,695.

**1937** Rolls-Royce Ph. III Gurney Nutting, £800.

**1937** Rolls-Royce Ph. III, by H. J. Mulliner; £1,75.

**1935** Rolls-Royce Ph. II, by H. J. Mulliner; £595.

**1931** Rolls-Royce 20 25 owner-driver saloon; £575.

**SWANMORE GARAGE**, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 4354-4345. [C4024]

**JACK OLDFING & Co. (MOTORS), Ltd.**

**O**FFICIAL Rolls-Royce and Bentley retailers, offer:-

**1952** Silver Wraith Park Ward 6-light saloon, 2 shades of green grey leather, one owner, only 500 miles.

**1949** Silver Wraith Freestone & Webb 4-light saloon with electric division, 17,000 miles; £2,500.

**1947** Silver Wraith Hooper touring limousine, black and grey, electric division, recent Rolls-Royce bills over £500; £2,750.

**AUDLEY**, North Audley St., W.I. Mayfair 5242. [C5030]

**CHIPSTEAD MOTORS**, Ltd., offer:-

**25** hp sports 2-seater, razor edge drop head coupe, 1934, black with red leather, two owners, immaculate condition throughout, discs, bumpers, etc., really attractive car.

**22** hp Southern Replica streamlined d.h. coupe, 1934, celluloid, dark maroon, red leather, disc, bumpers, heater, pass lamps, etc., etc., really attractive Rolls in every way; bargain at £495.

**25** hp 1934 Thrupp and Maberly four-seater drop head, discs, bumpers, pass lamps, etc., birch grey, green, black chrome luggage rack, excellent condition throughout.

**VARIOUS** other drop head coupes and sports saloons in course of preparation for sale.

**CHIPSTEAD MOTORS**, Ltd., 191, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7255. [C1046]

**BROOKLANDS**: Individuality new and used cars.

**1950** Rolls-Royce Silver Wraith 4-door sports saloon by James Young, complete overhaul by Rolls-Royce.

**1950** Rolls-Royce Silver Wraith d.h. coupe by Hooper.

**1947** Rolls-Royce Silver Wraith limousine by Mulliner.

**BUY** or sell with confidence; open 9 until 7.

**103**, New Bond St., London, W.I. Mayfair 8351-6. [C1029]

**1934** 20 25 Thrupp & Maberly sports saloon, taxed; £595. Below.

**1928** 20hp chassis fitted with spacious steel utility body, with 2 bench-type seats and ample luggage room. Ideal car for holiday use; £150.—Basingstoke Motor Co. Ltd., Basingstoke, Tel. 477. [C1012]

**1932** Rolls-Royce P.1 40 50hp Phantom III Barker sports saloon, with b.c.t.; £350.

**G**EORGE NEWTON & Co., 369, Euston Rd., London, N.W.1. Tel. 3465. [C1023]

**1930** Rolls-Royce P.1 1935 Replica owner-driver sports saloon, good condition, excellent tyres, bargain; £185.—Hampstead 5430. [3496]

**£150** or nearest, 1928 21.6hp Rolls saloon, body shabby, engine recently overhauled.—Pearce, Rhiannon, Warren Rd., Liverpool, 23. [3403]

**ROLLS-ROYCE** saloons and limousines, all models, all makes, all prices.—Clouds Bungalows, Colne, Peter's Garage, St. Peter's Rd., W.8. Riverside 7644.

**CASS'S MOTOR MART**.—1935 Rolls-Royce Young sports saloon, black; terms and exchanges—5, Warren St., W.I. Euston 4110. [C1040]

**1934** 25hp Park Ward sports saloon, carefully maintained; £495.—Frank Dale, 61, Lancaster Mews, Lancaster Gate, W.2. Paddington 9276. [C1067]

**1934** 20 25 H. J. Mulliner saloon, well maintained; £495.—C. V. Rushmer, 39, Holland Park, W.11. Park 5751.

**HEARSEES** Rolls, 1935-36-37. Several guaranteed chassis complete with magnificent Hearse Bodies from £1595. Attention Address!!!

**APE & SAUNDERS (COACHBUILDERS)**, Ltd., Head Office, Station Approach, Kent Gardens, Richmond 1161. [3308A]

**1935** Rolls, 1935 25hp, partition, forward-signal, extensive overhaul since 1950; £400.

**1935** Rolls-Royce 20 25hp 4-light sports saloon, Harrogate 2279. [C1048]

**1935** Rolls-Royce 20 25hp 4-light sports saloon, immaculate, very good mechanically, bargain; £425.—Marlbury (London) 7211. [C1028]

**ROLLS-ROYCE**

**1939** Wraith, razor-edged, large sloping boot, owner driver, most modern and attractive looking, 2 owners; Rolls history: 64,000 miles, mechanical condition outstanding—Oxted 465. [C1045]

**1937** (Sept.) 25-30 Rolls-Royce Park Ward entered in London 750 miles, 1937, one owner, served by makers, 50,000 miles, perfect condition.—Vidler, 4, Crawford St., W.I. Pad 4915. [C1053]

**1933** Rolls-Royce 20/25 sports saloon (Windover), black with brown hide, one owner from new, fitted with new tyres, radio and heater, taxed for the year; £565.

**REG. TIMMS (MOTORS)**, Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C1064]

**1929** 20hp Rolls-Royce 1939 semi-razor-edged terms or exchange—253, Kensal Rd., London, N.W.10. Arnold 4604-6452. [C1064]

**ROLLS-ROYCE** 1931 7-seater, division, black body, cord upholstery, 25hp, very good condition throughout; £250.—Norman Autos, 354, London Rd., London, W.12. [C1065]

**ROLLS-ROYCE** Wraith, 1938, 20/25, 6-light saloon, electric heater, radio, 2 spare wheels, ideal family car, modest mileage, excellent order; £1,200 or heat off. Owner, Copper Hall, Camberley, Tel. 1423. [C1066]

**G & M ALFREDS** (1936), Ltd., 1937 Rolls-Royce 6,000 recently spent at Messrs. Roots, fine condition throughout, 6-7, Warren St., W.I. Euston 3268. [C1067]

**OWNER-DRIVER** 1936 30hp Series GUL, partitioned, semi-razor, 200 miles, excellent condition, partitioned terms £750. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1068]

**1935** Rolls-Royce 20/25, owner driver sports saloon by Barker, built-in trunk and modern lines make this very a magnificent specimen, beautiful throughout a absolute bargain; 3 months' guarantee, hire purchase exchanges.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. [C1069]

**1937** Rolls-Royce 20/25 Hooper, saloon, sliding roof, 30,000 miles, only minor, sufficient condition throughout; Levett Motors, 142, Malmsbury Park Rd., Bournemouth. Tel. Boscombe 53267. [C1070]

**ROLLS-ROYCE** coupé de Ville saloon, black, first registered September 1938, chauffeur, radio, occasional seats, fitted trunk, cigar lighter, windscreen washer, lovely body by Windover, 61,000 miles, cond. cond. perfect, privately owned; £1,100.—Box 5753. [C1071]

**PHANTOM III**, July, 1937, 7-seater division, leatherette, 53,000, most immaculate, tool unused, trimmings (new), 2 seats (new), superb looker, discs, leather throughout, late property titled millionaire; £775.—Petersfield Garages, 1357 Stratford Rd., Birmingham, Sparkbrook. [C1072]

**1951** Rolls-Royce Silver Wraith fitted with Freebridge & Webb 4-light sports, black, leatherette, fitted with light fawn hide, one owner, 27,000 miles, a most attractive-looking car, complete with all luxury fittings, £4,150.—Castle's Church, Leicester, 65751. [C1073]

**1937** Rolls-Royce 40-50 Phantom III Limousine, by Barker, one private owner since new, complete history available, many extras, latest Rolls developments, magnificent condition throughout; £975. British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, Cambridge (ad.), Leicester Square (Tube Station), Temple Bar 5586. [C1074]

**ROLLS-ROYCE** Wraith, owner driver saloon with electric division (by Hooper), first registered March 1934, duotone grey, blue-grey hide upholstery, fitted radio, rear deck, concealed tables, cocktail cabinet, electric driver, windows and wind, spotless condition; £2,750.—Paragon Motors (Wetherby), Ltd., North St., Wetherby. Tel. 123 and 389. [C1075]

**1931** 25hp 8-passenger shooting brake, oak frame doors and rear doors, all removable seats, heater and full equipment, 5 good tyres, first-class mechanical condition, stripped and repainted. Tel. 1938, bills available; £2,750 o.n.o. or exchange post-war Rover 12-19. [C1076]

**A & S** THRUPP & MABERY 30hp partitioned, swept tail Limousine, black, forward, occasional. [C1077]

**LIMOUSINE** 1938 (April) 25-30hp Hooper, partitioned, forward, occasional, privately owned, genuine mileage 44,000, desirability condition throughout, £1,195. [C1078]

**WRAITH** 1939 30hp Hooper partitioned, leatherette, 52,000 miles, magnificent condition, original owner, £1,195. [C1079]

**LIMOUSINE** (late 1935) Phantom II Park Ward, £1,195. [C1080]

**1937** Thrupp & Maberly 30hp partitioned, swept tail Limousine, black, forward, occasional. [C1081]

**LIMOUSINE** 1938 (March) 29/35 (3.A.X. Series) Freestone & Webb, partition, forward, occasional, speedometer reading 47,537, magnificent carriage. [C1082]

**APE & SAUNDERS** LIMITED Seven passenger Specialists. Providence Court, North Audley Street, Mayfair 2941. [C1083]

**Rolls-Royce Cars Wanted**

**C**AR PURCHASE.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.I. Grosvenor 3434. [C1070 R]

**J** MARSHALL

**WANTED**, Rolls-Royce 22-22 and 20/25, all types of coachwork, any condition.

**J** MARSHALL 269, St. Albans Rd., Watford, Tel. Garston 2369. [C1084 R]

**OWLAND SMITH'S**, The Car Buyers.—High class prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham 6041. [C1085 R]

**PERFORMANCE CARS** urgently require Rolls-Royce. Great West Rd., Brentford, Middlesex. [C1086]

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, Ealing, West Rd., Crystal Palace, S.E.19. Livingstone 3362. [C1087 R]

**MASCOT MOTORS**, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with driven coachwork.—237, Kensal Rd., W.10. Ladbrooke 1231-2. [C1088]

**W**e are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, Ealing, West Rd., Crystal Palace, S.E.19. Livingstone 3362. [C1089 R]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SIMCA

**1954** Simca new hardtop coupe, private owner, £1519  
C.V. FISCHER or Simca 1954 Aronde saloon, £1519  
showroom condition; £755.50. Holland Park, W.11, Park 573. [C5061]

**SIMCA** Aronde—Several demonstration cars available, very low mileage and maintained in perfect condition. Details from GORDON (LONDON), Ltd., Water Rd., Wembley, Tel. Ferriera 5651. [C0595 R]

## Simca Spares and Service

**GENUINE** parts, repairs, reasonable prices, Simcas bought, sold. Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C0603]

## SINGER

**S**LOCOMOBES, Ltd. 1947 4-star, in red with new hood and carter, very pleasant, good-looking car, radio, £255. H.P. terms of exchange, cars or motor cycles. Slocombes, Ltd., Dunelm Hill Lane, Willesden 4869 and Gladstone 9348. [C4017]

**GORDON CARS (LONDON), Ltd.**, Spe. 4701.

**1950** 51 Singer 1500 saloon, radio heater, seat covers, choice of 5 from £425. [C1024]

**GORDON CARS (LONDON), Ltd.**, 26, North End Rd., Golders Green (opposite Tube Station), N.W.11, Spe. 4701. [C1015]

**HENDON CENTRAL GARAGE**, Ltd., offer:—

**1939** Singer Bantam saloon, well cared for car; £185—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

**£595** Singer 1500 saloon, 1952, one owner, £595—Leningdon, low mileage, used as second car. [C1014]

**FERRARI'S OF CRICKLEWOOD**, Ltd., Cricklewood Broadway, N.W.2. Gladstone 2234. [C2002]

**£125** 1954 Singer 9 Le Mans 4-star open sports, £60 down—Bray Motors, 180-184, Westgate Lane, W.6. Hampstead 2045. [C1024]

**1949** Singer 10 saloon, green, brown cloth upholstery, £295. R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

**SINGER** Roadster 1500, July 1953, grey red upholstery, 6,000 miles, one owner, £450—Exeter, £650—Rowland Smith, London, Tel. 48091. [C1024]

**1954** Singer 9, 1951 4A.B. sports roadster, glass sidescreens, one owner, excellent condition; terms, exchanges—Rowland Smith, below:—

**225** miles—Singer 9, 1950 sports roadster, glass sidescreens, passed, very good condition; terms, exchanges—Rowland Smith, below:—

**125** miles—Singer 10, 1950 saloon, black, sliding head, blue leather, good tyres; terms, exchanges—Rowland Smith, below:—

**95** miles—Singer 9, 1956 de luxe 4-door saloon, sliding head, leather, good condition; terms, exchanges, list, Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C2052]

## Singer Cars Wanted

**R**OWLAND SMITH's, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3, Ham, 6041. [W4013 R]

## Singer Spares and Service

**T**HE Singer agents for spares, service repairs, Auto-Motors, London Garage, Ferry Rd., Barnes, SW.13, Riverside 6496. [C1054 R]

**LANCASHIRE'S** premier Singer spares stockists—Couthurst & Grimshaw, Ltd., 759, Whalley New Rd., Blackburn, Tel. 48091. [C1047]

**GORDON CARS (LONDON), Ltd.**, the London Singer distributor, for spares, repairs and service, St. Albans's Lane, Golders Green, N.W.11. Speedwell 4701/2. [C1005 R]

**MANCHESTER**, South Lancashire, North Cheshire, specialists in estate, service and spares, factory-Parkers, 11, Darnall, Bradshaws, Bolton, Tel. 4080. Deansgate Manchester, Deansgate 4507. [C1090 R]

**AILENS OF BRISTOL**, Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock, quote chassis number.—Berkeley Square, Bristol, Tel. 2514-5. [C1048]

**REPAIRS** at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C1049]

## SPORTS CARS

**C**ARS for the enthusiast.

**I**f you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good veteran, vintage, continental and sports cars, with all types of coachwork. Immediate delivery and part exchange. We are open till 9 p.m. during a week, including Saturday afternoons for inspection.

**VINTAGE AUTOS**, Head Office and main Showrooms, 66, London Rd., Tooting Mitcham 3551. Bargain basement for thoroughbreds under £150—185. Elmira End, Tel. Mitcham 2521. [C1049]

**CHARACTER CARS** offer:—

**FRAZER NASH**, 1926 Anzani 2-3-seater, in specimen condition; Hudson, 1936 saloon, under 50,000 miles from new; T.G. 1936 2-litre drop head Riley, 1948 2-litre margin, one owner and moderate mileage; Riley, 1956, Kestrel Sprite saloon, Wolseley, 1939, 14hp saloon.

**CHARACTER CARS**, Wellesley Garage, Wellesley Court Rd., East Croydon, Croydon 2555. [C1044]

**CHILTERN CARS** offer:—

**A**LLARD 1951 2.J, wire wheels, numerous extras, exceptional condition; £595.

**B**.M.W. 1939 type 26 2-seater, first-class order; £475.

**FIAT** 1938 1100 saloon, excellent order throughout; £185.

**M**.G. 1947 (September) TC 2-seater, reconditioned engine, many extras; much above average; £395.

**RILEY** Gamecock 9hp 2-seater, entirely original, excellent condition; £155.

**CHILTERN CARS**, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045]

## SPORTS CARS

**MERCURY** offer:—

**£365** !!—1947 H.R.G. 2-seater 1100, one owner, unworn tyres, twin spares.

**£275** —1953 Morgan 4/4 2-seater, black, excellent performance, choice of two.

**£275** —1953 T.A.M.G. 2-seater, extremely attractive car.

**£195** —1953 Mark VI B.S.A. Scout 2-seater, a really first-class runner.

**MERCURY MOTORS**, Universe House, 824-6, Harrow Rd., Wembley, Tel. Wembley 0558-9. [C1014]

**B. & G. MOTORS** offer:—

**£235** —Marendaz Special 16hp open speed 4-seater, in superb appearance, all the gubbins, i.e. outside fittings, foldable screen, originally we believe to be a 50 model 3-litre carburetor 6-cyl. Coventry Climax engine, lovely gear box.

**£165** —Singer 9 Le Mans open 2-seater, red, June 1957, slab tank, etc., smart and most attractive model.

**£150** —Alvis Speed 20 open sports 4-seater, positively trolley immaculate car, in British racing green, new tonneau cover, willingly demonstrate at 90 mph.

**£150** —Singer 9 Le Mans open 2-seater, immaculate in black cellulose, lovely engine, slab tank, quick silencer, hydraulic brakes, etc.

**£135** —B.S.A. 10hp Scout 2-seater, tested, 1957, black, a real good 'un.

**£115** —Singer 9 semi-sports 1936 open 4-seater, one owner, primrose and black, new hood, Wolseley 1000, 12hp open sports 4-seater, £85.

**£65** —M.G. 8hp open sports 2-seater, taxed, red and chromium, good tyres, good battery, sound hood, smart.

**M**ANY others; easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. [C1019]

**BERT MASON SPORTS CARS**.

**£95** —Vauxhall 14 sports 4-seater, new engine; £25. Renault 12hp drop head coupe; £145. Wolseley Hornet, special sports saloon; £165. Austin 7 Ruby 2-seater, immaculate and original; £185. M.G. 2-litre saloon; £325. Allard sports 4-seater; £285. Alfa-Romeo, blown; £155. Lloyd 650 tourer; 1952, £205. Triumph Dolomite, special saloon, excellent condition; £200; convertible; £245. Austin 7 saloon. We have a large selection of Jaguar and Riley spares; hire purchase on all cars.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton 10, Amherst 1814. [C1037]

**CAR BROS. GARAGES**, Ltd.

**INCLUDE** among wide selections the following pre-

eminently sports types at "peak" in everything but price:—

**ASTON MARTIN** sports sal., Oct. 1939, 2-litre terrific performance, helmeted man maintained by enthusiastic owner, body in platinum grey; 310kms.

**ASTON MARTIN** 1954 sports sal. in blue/black, works history, 1½-litre, engine recently overhauled, very gratifying performance at bargain price; 150kms.

**ALVIS** 1938 Silver Saloon, great driving qualities, attractive, true quality product; 250kms.

**AUSTIN** A90 saloon, 1951 (Sept.), really stirring performance and matches looks; 500kms.

**BENTLEY** 4½-litre spts. sal., very smart, 1956, body by Arnold, well preserved, mechanically good, steering and brakes first-class; pleasing in every way; 600kms.

**FRAZER NASH-B.M.W.** 326 type drop head foursome in metallic grey, 1939; £500 has been recently spent on this car which is faultless, fitted radio; 350kms.

**FRAZER NASH-B.M.W.** 2-door sports saloon in black, 1936, potent 2-litre engine; all sound; 160kms.

**JAGUAR**, 1946, sun roof sal., 2½-litre, chassis in very good order all through, smart appearance; 375kms.

**JAGUAR**, 1940, sports sal., 1½-litre, identical model to post-war at the genuinely deflated price of 200kms.

**AGONDA** 1½-litre, 1930, vintage Roadster, condition almost as original; 157kms.

**LOYD** 650cc Roadster, 1949 (Nov.), red with beige interior, very attractive; exceedingly economical, satisfying performance; excel cond.; 190kms.

**M**ercedes-Benz T.C., October, 1946, very good mechanical condition, recently re-hooded; generally well cared for; 375kms.

**M**.G. Roadster model T.C., September 1947, excellent condition, loaded with extras, black green; 395kms.

**M**.G. Magna 1½-litre eng foursome fixed head coupe, good tyres; recently rebuilt; 500kms.

**MERCEDES-BENZ**, 1938 model 22hp, cabriolet, in unusually fine condition; 265kms.

**RILEY** 1½-litre sal., 1937, faultless in appearance and performance; bargain; 495kms.

**VOLKSWAGEN** 1947 saloon, in good order, right-hand drive, at amazingly low figure; 160kms.

**D**EMONSTRATIONS on the merits of the above at Carr Bras Garage, 11a, High St., Purley (nr. Croydon). Open late on week-ends. Uplands 4812. [C1041]

**R**OWLAND SMITH's for Sports Cars.

**545** gns.—M.G. Midget, 1951 T.D. 2-seater, Marshall supercharged oil can, one owner, exceptional; £165. M.G. Midget, October 1948 T.C. 2-seater, black, one owner, excellent condition.

**395** gns.—Singer 9, 1951 4A.B. sports roadster, glass sidescreens, one owner, excellent condition.

**375** gns.—Allard, November 1949, sports 2-seater, radio, good tyres.

**345** gns.—Morgan 4/4, 1947 sports 2/4 seater, ivory, red upholstery, excellent condition.

**325** gns.—Allard, November 1949, sports 2-seater, gunmetal, brown, ivory, good condition.

**245** gns.—Sports 4-seater, concealed hood, single down-draught carburetion, carefully used.

**225** gns.—B.S.A. Scout, 1940 10hp sports 4-seater, black, green leather, excellent condition.

**175** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**165** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**145** gns.—M.G. Midget, 1951 model 8hp J2 2-seater, black, green leather, excellent condition.

**135** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**125** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**115** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**105** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**95** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**85** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**75** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**65** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**55** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**45** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**35** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**25** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**15** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**10** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**5** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**2** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**1** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.5** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.25** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.15** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.05** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000000000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000000000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000000000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000000000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000000000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.00000000000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000000000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000000000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.000000000000005** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000000000000025** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

**0.0000000000000015** gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

**C**ONNAUGHT L3, June, 1953, 1,767cc, 108 mph, terrific acceleration, 2-seater body by Abbott; offers around £900.—Tel. Wimbledon 1519. [C2074]

**1953** L. Francis 2½, sports 2/3-seater, B.R.G., fitted with all-fin drums, seat covers, screen, no fog, spot lights, as new, no competition; £995, no offers.—Box 5724. [C2054]

**FRAZER NASH** 1953 Targa Florio, 140bhp Bristol engine, genuine, as new, ice blue with blue leather, rare pieces in wing giving extra large boot; Apple A.F.F. Ltd. or Bromley Bond St. 12654.

**1950** Healey Silverstone, finished red, faultless condition in every detail, low mileage, one owner, recent special maintenance overhaul and tuned to 100 m.p.h. almost as new; £695.—Pantiles Service Garage, London, Reg. Guildford 1200. [C2053]

**J**OHNSON & BROWN offer 3½-litre Jaguar 1939, 41,000 miles, £285; Railton drop head coupe, £295; Q-type M.G. supercharged 1948 Allard 4-seater tourer, £275; Allard drop head coupe, £375; Lancia Astura 2½ litre, Series IV, £650; Rolls-Royce Phantom II fixed head tourer, £265; Bentley Type 35 2-seater, £550; M.G. P.B. Midget 2-seater, £200. Ringers Rd., Bromley, Kent (20 mins. Victoria), Ravensbourne 6479 and 2322. [C2073]

## Sports Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for sports cars—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**£150** for Riley or Lagonda Rapier.—M. Benson, 26, Wordsworth Ave., Cardiff. [C3576]

**P**RIVATE—Wanted, 10hp 4-seater sports or coupe; write, stating year, condition, price.—Langman, 15, Bayonne Rd., W.6. [C3581]

**P**ERFORMANCE CARS—S.O.S.—Stock showing rapidly; sports cars wanted desperately for cash—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

**S**ports Cars Spares and Service Tuning, repairs, unobtainable spares made—Automobiles, Ltd. Ferry Rd., Barnes, S.W.13. [W753/R]

## STANDARD 8

**N**ORMAN AUTOS offer:—

**1947** Standard 8 coupe, grey, blue interior, £265; 1938 8 coupe, as new; £275.

**N**ORMAN AUTOS, 550, North Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C3114]

**1954** Series Standard 8 4-door saloon, genuine 1,400 miles only, as new, taxed; £485.

**S**OUTH WESTERN GARAGE (NEW MALDEN), Ltd. Station Garage, New Malden, Surrey. Tel. Malden 1212. [C3551]

**1946** Standard 8 tourer, above average; £225.—Smith & Hunter, 376, Kensington High St., W.14. [C4019]

**1939** Standard 8, £255; 1946 Standard 8 Tourer, £275; 3 months' guarantee; terms and exchanges.

**J**ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountfield 5228 and 5774. [C4054]

**1947** Standard 8, black, excellent condition, taxed year, 3,220 miles, £265.—Mendel, Ltd., 85, Portland Rd., W.1. [C4055]

**1946** Standard 8 saloon, excellent condition, three months' guarantee; £215.—A. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011]

**1948** Standard 8 saloon, black, brown upholstery, mileage 28,000, excellent condition, new tyres, taxed December; £355.—Featherstone Car Sales, Hendon 3624. [C3487]

**165** Standard 8, 1941 saloon, grey, sliding head, blue leather, good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**S**TANDARD 8 saloon, specially equipped and tuned for competitions, radio and heater, spare high compression head, fog, spot reversing, interior and M.R. lights corrected; £3000.—L. F. Dove, Ltd., Whitegate Drive, Blackpool. Tel. Marton 754. [C3626]

**Standard 8 Cars Wanted**

**R**ICHARDS & CARR buy Standard 8, 1935-4—55. Kinnerton St., London, S.W.1. Sloane 5424. [W3043]

## STANDARD 9

**1939** Standard 9, black, clean neat car, excellent engine, recently decoded, good 30 m.p.h., new tyres, all gauges, accessories working, bargain; £190; new owner car—Mr. Thakor, 11, Kidbrooke Grove, S.E.3. Greenwich 3871, after 7 p.m. [C2520]

## STANDARD 10

**£185**—1938 Standard 10 de luxe saloon, clean car; terms—Autosport 5, Balham High Rd. Balham 1509. [C1070]

**1938** Standard 10 saloon, good condition throughout, taxed; £175—110. Battersea Rise, S.W.11. Battersea 0349. [C3315]

## STANDARD 12

**D**ICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale. 5888-9. [C1072]

**1937** Standard 12, splendid mechanical condition; £165.—Kirkdale Cars Cobis Corner, Sydenham, S.E.6. Sydenham 6129. [C2068]

**395** Standard 12, 1948 foursome drop head coupe, black, red leather, carefully used; terms, exchanges.—Rowland Smith, below. [C4019]

**295** Standard 12, October 1947 saloon, sliding head, leather, good condition; terms, exchanges, Rowland Smith, below.—

**195** Standard Flying 12, 1939 saloon, sliding head, leather, i.f.s., very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**1948** Standard 12 saloon, sun roof, beige, heater year; £385.—R. S. Mead (Sales), Ltd., 32, Queen St., Maidenhead. Tel. Maidenhead 8451-2. [C5011]

**1947** Standard 12 saloon, black with brown leather upholstery, 4,000 miles since engine over-haul, a very good car; £385.—L. F. Dove, Ltd., Woking 1242. [C1078]

**Standard 12 Cars Wanted**

**P**RIVately owned Standard 12 or 14—5. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

## STANDARD 14

**D**ICKS, STANDARD 14 utility saloon, most useful and attractive body, £375.

**D**ICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale 5888-9. [C1072]

**£365**—Standard 14 1947 d/h coupe, engine just & 365 reconditioned, new hood, faultless cellulose and chrome, mechanical condition; £365.

**B**ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017]

**£350**—Standard 14 saloon, one owner, black, green leather, faultless maintained—Gibbons, Harrow, Edgware. Harrow 3811-2. [C2297]

**1946** Standard 14 drop head coupe, immaculate throughout; £325.—Kirkdale Cars, Cobis Corner, Sydenham, S.E.26. Sydenham 6129. [C2065]

**1945** Standard 14, 1947 saloon, black, sliding door, red leather, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4016]

**1948** Standard 14 foursome drop head, finished black, beige leather, one owner, terms, exchanges, beautifully maintained, any examination—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007]

## STANDARD VANGUARD

**R**AYMOND WAY.

**R**AYMOND WAY, of Kilburn.

**R**AYMOND WAY, the hire-purchase specialists.

**1949** Standard Vanguard saloon, extremely smart coachwork, leather upholstery, radio and heater fitted, negligible mileage; 410ms.

**H**IRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor or cycle or car; always 200 cars under £400 to choose from.

**R**AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Tel. Maida Vale 6044 connecting all branches and departments Kilburn Park Station, Bakerloo line, 150 yards. [C4047]

**G**ATEHOUSE offer:—

**1951** Standard Vanguard saloon, heater and radio, looks covers, guaranteed; £545.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Moreton 4182. [C2021]

**S**LOCOMBES, Ltd.

**1952** Vanguard, grey, 21,274 miles, heater, mirrors, spot lamp, as new; £555; H.P. terms and exchanges, cars or motor cycles—Slocombes, Ltd., Dudden Hill Lane, Willesden 4869 and Gladstone 9341. [C4017]

**A**UTOMOBILA, Ltd., offer:—

**1950** Standard Vanguard 4-door de luxe saloon, metallic grey, grey leather, few miles, excellent condition; £435.—Automobila, Ltd., Pippbrook Garage, Dorking 4304, 5891. [C1089]

**H**AROLD SIMONS, Ltd., offer:—

**1950** Vanguard estate. See under Utilities. [C4065]

**G**UY SALMON AUTOMOBILES offer:—

**1952** Standard Vanguard estate car, 23,000 miles, blue leather, blue upholstery, heater, excellent condition; £695.—Portsmouth Rd., Thames Ditton, Emberlark 5551-2. [C4001]

**E**NGINES RECONDITIONED, Ltd., offer:—

**1950** Standard Vanguard, black, red leather, immediate; £435.—Autosport 355. Pinner Rd., Harrow, Middlesex. Tel. Harrow 5562. [C2070]

**H**. A. SAUNDERS, Ltd., Golders Green, offer:—

**1951** (F) Standard Vanguard saloon, one owner, highly recommended; £475.

**A**USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

**£425**—Standard Vanguard, 1949, leather uphol-

stery, 2,000 miles, heater, splendid condition.

**F**ERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2238. [C2005]

**L**AWAYS selection of Standard Vanguard, 1934-5, 1945-6, 1947-8, 1949-50, 1951-2, 1952-3, 1953-4, 1954-5, 1955-6, 1956-7, 1957-8, 1958-9, 1959-60, 1960-1, 1961-2, 1962-3, 1963-4, 1964-5, 1965-6, 1966-7, 1967-8, 1968-9, 1969-70, 1970-1, 1971-2, 1972-3, 1973-4, 1974-5, 1975-6, 1976-7, 1977-8, 1978-9, 1979-80, 1980-1, 1981-2, 1982-3, 1983-4, 1984-5, 1985-6, 1986-7, 1987-8, 1988-9, 1989-90, 1990-1, 1991-2, 1992-3, 1993-4, 1994-5, 1995-6, 1996-7, 1997-8, 1998-9, 1999-2000, 2001-2, 2002-3, 2003-4, 2004-5, 2005-6, 2006-7, 2007-8, 2008-9, 2009-10, 2010-11, 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17, 2017-18, 2018-19, 2019-20, 2020-21, 2021-22, 2022-23, 2023-24, 2024-25, 2025-26, 2026-27, 2027-28, 2028-29, 2029-30, 2030-31, 2031-32, 2032-33, 2033-34, 2034-35, 2035-36, 2036-37, 2037-38, 2038-39, 2039-40, 2040-41, 2041-42, 2042-43, 2043-44, 2044-45, 2045-46, 2046-47, 2047-48, 2048-49, 2049-50, 2050-51, 2051-52, 2052-53, 2053-54, 2054-55, 2055-56, 2056-57, 2057-58, 2058-59, 2059-60, 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2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-2048, 2048-2049, 2049-2050, 2050-2051, 2051-2052, 2052-2053, 2053-2054, 2054-2055, 2055-2056, 2056-2057, 2057-2058, 2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-2048, 2048-2049, 2049-2050, 2050-2051, 2051-2052, 2052-2053, 2053-2054, 2054-2055, 2055-2056, 2056-2057, 2057-2058, 2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-2048, 2048-2049, 2049-2050, 2050-2051, 2051-2052, 2052-2053, 2053-2054, 2054-2055, 2055-2056, 2056-2057, 2057-2058, 2058-2059, 2059-2060, 2060-2061, 2061-2062, 2062-2063, 2063-2064, 2064-2065, 2065-2066, 2066-2067, 2067-2068, 2068-2069, 2069-2070, 2070-2071, 2071-2072, 2072-2073, 2073-2074, 2074-2075, 2075-2076, 2076-2077, 2077-2078, 2078-2079, 2079-2080, 2080-2081, 2081-2082, 2082-2083, 2083-2084, 2084-2085, 2085-2086, 2086-2087, 2087-2088, 2088-2089, 2089-2090, 2090-2091, 2091-2092, 2092-2093, 2093-2094, 2094-2095, 2095-2096, 2096-2097, 2097-2098, 2098-2099, 2099-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020, 2020-2021, 2021-2022, 2022-2023, 2023-2024, 2024-2025, 2025-2026, 2026-2027, 2027-2028, 2028-2029, 2029-2030, 2030-2031, 2031-2032, 2032-2033, 2033-2034, 2034-2035, 2035-2036, 2036-2037, 2037-2038, 2038-2039, 2039-2040, 2040-2041, 2041-2042, 2042-2043, 2043-2044, 2044-2045, 2045-2046, 2046-2047, 2047-2048,



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## TRIUMPH

**1934** Triumph Gloria 10hp sports saloon, smart little car, mechanically A1; £119; terms—Newbery Cars, Muswell Hill, N.10. Tudor 3594. [3510]

**CARRS AUTO SALES, Ltd.**, Standard House, South End, Croydon, CR6 6BS.—Standard and Triumph Main Distributors in area of Surrey and Kent. [C1049]

**TRIUMPH** 1939 sports saloon, 14hp reconditioned engine, 5 v.g. tyres, brakes relined, wireless; £210 o.n.o.—Risley, 40, Earsbrook Rd., Redhill, Surrey. [C1024]

**£225**—1939 model Triumph Dolomite black and chrome sports saloon; £75 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

**1953** (September) Triumph touring limousine, 5,000 miles only, heater and radio; £200—Carter & Lee, Ocean Garage, Dickson Rd., Blackpool Tel. 21469. [3400]

**£465**—Triumph 1800 Roadster 1947, exceptionally good car mechanically, excellent cellulose, chrome, tyres, twin spots, windtunes, radio; many others. [C1024]

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Parks 5066-7. (50yds. Holland Park Tube.) Exchanges: H.P.

**1949** Triumph Roadster 2000, 17,000 miles only, one owner, original tyres, mechanically perfect; guaranteed; £525.—Belsize Lane, Hampstead, N.W.3. Tel. Hampstead 5474. [5458]

**£500**—Mayflower, 1953 series, black/red, heater, 14,000 miles; part exchange or H.P. can be arranged.—Staravia, Brixton Airport, Camberley, Surrey, Tel. Camberley 1600, ext. 281. [C1024]

**G & M ALFREDS** (1956), Ltd.—1952 Triumph Mayflower, above average condition, black, red leather, 1950 (series) Triumph 2000 saloon, one owner, superb order, £495 only.—6-7, Warren St., W.1. Euston 5268. [C1005]

**1954** (April) Triumph Renown saloon, black with brown leather upholstery, heater, genuine mileage 450; first offer of £995 secures.—Stanley Gordon, Ltd., Worcester Rd., Kidderminster, Tel. 2204-5. [C2484]

**PRIVATE sale**—1937 Dolomite, 16.6 cyl, black, 4-door saloon, beautiful car, excellent mechanical condition (25 m.p.g.), engine, steering, starter overhauled, carburetors, suspension, batteries, regulator, water pump removed.—Beckenham 3518. [C3020]

**1949** (July) Triumph 2000 Roadster, gunmetal, red leather, private owner, almost new, tyres, windtunes, horns, spotlights, demisters, twin mirrors, tax'd immediately; £495, will be guaranteed.—Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

**1949** (July) Triumph Roadster 2000, Vanguard engine, gunmetal grey with red leather upholstery, one owner from new, really excellent throughout, taxed year; £495.—Victoria Motors, 32, Long Walk, Hale Village, Victoria Station, Manchester, Blackfriars 1549. [C1517]

**1949** (March) Triumph 2000 saloon, grey, leather to match, regularly serviced and carefully maintained, excellent throughout, complete details and history available, extras include heater, covers, windscreen wash, fog and reversing lamps, radiator blind, demisters, etc.—H. Johnson, 362, St. Ann's Well Rd., Nottingham. Tel. 47220. [C2960]

## Triumph Cars Wanted

**R**OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Hanbury 6448. [C1017]

**R**OADSTER wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [C1035]

**WANTED** 1951-52 Renown, black, low mileage, overdrive preferred.—Embridge 9430. [C3072]

**MARSTON MOTOR CO., Ltd.**, for your Triumph. Tel. 8000.—Seven Sisters Rd., Tottenham, N.15. [C1018/R]

**TOP** price paid for Triumph or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tudor Hill 2676. [C3016]

**XXX** H. F. Edwards offer immediate cash for good Triumph cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

**Triumph Spares and Service**

**T**RIUMPH distributors for spares, service and repairs.

**T**HE Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston-on-Thames, Kingston 5151-4. [C1918/R]

**BASIL ROY, Ltd.**, Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lat. 6448. [C1042/R]

**LARGE stockists** of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., 10302 R. Leeds, 2. Tel. 2493.

**TRIUMPH** spares for all post-war models; largest pre-war stockists.—Hollingdrake Automobiles Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay, Tel. 53221.

**R**EPAIRS at reasonable prices! Parts, gears (incl. Gloria), reconditioned gear boxes, engines, shock absorbers; trade discounts.—Tarrant & Frazer, 10, Willesden Lane, N.13. Primrose 2642. [C1039]

**P**RE-WAR Triumph guaranteed reconditioned engines, gear boxes, differentials, steering gears; gear cutting, specialised machining; most gears for English cars.—C. W. Green & Sons, Precision Engineers, Bradford, Lincoln 10884. [C1852]

## UTILITY CARS

**T**H E U A TILITY VEHICLE CENTRE offer:—

**A** LARGE selection of post- and pre-war Utility cars, estate cars, station wagons, etc., always in stock; enquiries invited.—Great Portland St., London, W.1. Langham 100. [C4072]

**JACK STONE & SON** offer:—  
**1949** Ford 10hp Martin Walter 7-seater, 1947/48 Daimler 20hp 6-seater, coachbuilt body; 1947 Hillman 10 estate car; write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5. [C4021]

## UTILITY CARS

## COACHCRAFT offer:

**£445**—1949 Alvis 14hp estate brake, extremely attractive with body of very good workmanship; told away seats, vehicle in outstanding condition; ordered throughout, one owner, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

**HAROLD SIMONS, Ltd.**, offer:—

**1950** Vanguard estate, 4-door, heater, de-mister; £575.—Below.

**1950** A40 Countryman, one owner, heater; £495; trade enquiries welcomed, 3 months' written guarantee, free service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. Tel. 2301-2. [C4051]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities. Hampstead (Tube), N.W.3. Hanbury 6041. [C4018/R]

**WHY** accept less for your utility, estate car or shooting brake when you can get its full market value from

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

**R**OVS always good buyers of utilities.—127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8994. [C2009]

**T**RARRANT & FRAZER buy utilities, or sell same on behalf (no charges).—10, Winchester Mews, N.W.3. Primrose 659. [C1240]

**E**STATE car, not earlier 1951, low mileage, extra advantage—wireless, heater, overdrive, Vynil, windscreen washers, luggage carrier; open A.A. inspection; reasonable price.—Calvert-Fisher, Ballafayle, Ramsey, Isle of Man. [C1226]

**R**OWLAND SMITH'S for Utility Cars.

**425** gns.—Alvis 14, November, 1947, 4-door 5-seater, shooting brake, natural timber, brown leather, hood, exceptional; terms, exchanges.—Rowland Smith, below, below.

**175** 1949, 4-door 8-seater station wagon, r.h.d. steering column, gearchange; Canadian-built timber body; removable seating, rear entrance, very good condition; excellent—Rowland Smith, below.

**125** 4-seater timber utility, removable rear seating, drop tailboard, spare wheel; terms, exchanges, list open 9-7 weeks and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C2006]

**A**USTIN A40 Countryman, new, 5-seater, folding rear seat, ideal for private and business use; £752 2.6. [C2025]

**1951** in good paint and body condition; £525. [C1005]

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

**1952** (Sept.) A40 utility, private only, 18,000 miles superb condition; £515.—Uplands 5147. [C2025]

**C**OMMON & HILLMAN shooting brakes, 4- and 10-seater from new.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

**G & M ALFREDS** (1956), Ltd.—1952 Ford Pilot utility, superb order; 1952 Austin 40 oak utility, £575.—W. E. Euston 5268. [C1005]

**B**RADFORD utilities for sale, serviced by us, main agents since 1922—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [C621 R]

**£365**—Hillman 10 1947 estate car, excellent mechanical condition, all-metal body by Hillman, concealed rear seats; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Parks 5066-7. (50yds. Holland Park Tube.) Exchanges: H.P.

**V**AUXHALL 10

**GORDON CARS (LONDON), Ltd.**, Spe. 4701.

**1947** model Vauxhall 12 saloon, radio/heater, fine condition throughout; £575. [C2026]

**GORDON CARS (LONDON), Ltd.**, 26, North End Rd., Go. Go. Green (opposite Tube Station), N.W.1. Tel. 4701. [C501]

**V**AUXHALL 12 1939 saloon, black, brown leather, heater, body, interior and tyres all excellent; well maintained; £275.—Hillwood Motors, Mill Hill 4232. [C2006]

**V**AUXHALL 12

**PHENIX MOTOR CO. (SURREY), Ltd.**, offer:—

**1947** (August) Vauxhall 14hp J-type saloon, in black with brown leather upholstery, fine condition throughout; £575. [C2027]

**1952** (Aug.) Standard Vanguard works built estate car, 17,000 miles only, one owner, finished attractive comet blue, as new, taxed December; £695.—Below.

**BEDFORD** Dominas by Martin Walter, a few only available from stock—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018]

**N**EW Morris Dormobiles, £570; also twelve and fourteen-seater utilities for schools, hotels, etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [C1003]

**A**Z MOTORS offer 1948 Standard 12 coachbuilt shooting brake, metal body; £225. [C1011]

**A**VALAINE the outstanding Volkswagen Microbus 8-seater and Kombi (passengers and goods), 50 mpg; export.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [C1045]

**1948** (Aug.) Austin 7 Utility, standard 12 coachbuilt shooting brake, metal body; £225. [C1011]

**1949** and 1951 Vanguard estate cars, one owner, painted polished green with light beige interior; £465 and £505. A. E. Palmer Motors, Ltd., 12, Church St., Luton. Tel. 4212. [C3011]

**1951** (Aug.) Austin 7 Utility, one owner, 20,000 only; £565.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

**1951** (Dec.) Ford 8 Martin Walter utility; £555.—Also Ford 10 Martin Walter utility; £595; guaranteed; exchanges, terms, etc.—Palmers, 3, Russell Gardens Mews, Kensington W.14. Park 9704 and 5968. [C3054]

**D**EFINITELY the best 91A Ford V.8 shooting brake in the country for offer: special 8-seater in birds-eye maple; this car is virtually indistinguishable from new; painted polished green with light beige interior; £500 o.n.o.

**A**G POTTER (FRAMLINGHAM), Ltd. Tel. Framlingham 215. [C2973]

**£275**—Ford Mercury, reg. 1947, V.8 7-passenger station wagon, original Canadian maplewood body, reconditioned engine, Dunlopillo seating, steering column gear shift, spring loaded tailboard, one owner, excellent condition; ideal for holidays, camping, touring, etc.; terms, exchanges.—Fletchers, Octagon, Mentmore, Leighton Buzzard, Beds. Cheddington 518. [C1027]

**R**OVS AUTOMOBILES, Ltd., Utility Specialists, offer 1946-7 Ford 8 utilities all beautifully constructed and mechanically good, from £195; 1947-8 50-51 Minx Estates, from £255; 1948-9 Austin 7 Utility, £225; 1950-1 Trojan special, £225; 1949 Ford 8 Martin Walter utility, £295; 1950 Morris 10 utility 5-seater, £185. 1941 Austin 10 utility, £175; 1939 Austin 7 utility 5-seater, £150; 1935 Ford 8 £65; many others, including narrow and wide suitable for conversion to commercial vehicles. Trade enquiries welcome; terms and exchanges.

**R**oyce Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8994. [C5059]

## Utility Cars Wanted

## THE UTILITY VEHICLE CENTRE

**URGENTLY** wanted, utilities of all types for cash—100, Great Portland St., London, W.1. Langham 6044-5. [C1007/1]

**DORMOBILE** or Bedford CAZ van required.—Frazer, 27, Piatts Lane, N.W.3. Ham 4712. [C2401]

**BEDFORD** Dormobile wanted—Motorists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [C1008]

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities. Hampstead (Tube), N.W.3. Hanbury 6041. [C4018/R]

**WHY** accept less for your utility, estate car or shooting brake when you can get its full market value from

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

**R**OVS always good buyers of utilities.—127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8994. [C2009]

**T**RARRANT & FRAZER buy utilities, or sell same on behalf (no charges).—10, Winchester Mews, N.W.3. Primrose 659. [C1240]

**E**STATE car, not earlier 1951, low mileage, extra advantage—wireless, heater, overdrive, Vynil, windscreen washers, luggage carrier; open A.A. inspection; reasonable price.—Calvert-Fisher, Ballafayle, Ramsey, Isle of Man. [C1226]

**R**OWLAND SMITH'S for Utility Cars.

**425** gns.—Alvis 14, November, 1947, 4-door 5-seater, shooting brake, natural timber, brown leather, hood, exceptional; terms, exchanges.—Rowland Smith, below, below.

**175** 1949, 4-door 8-seater station wagon, r.h.d. steering column, gearshift; Canadian-built timber body; removable seating, rear entrance, very good condition; excellent—Rowland Smith, below.

**125** 4-seater timber utility, removable rear seating, drop tailboard, spare wheel; terms, exchanges, list open 9-7 weeks and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C2006]

**V**AUXHALL 10

**GORDON CARS (LONDON), Ltd.**, Spe. 4701.

**1946** Vauxhall 10, magnificient condition; £340.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066]

**£385** Vauxhall 10 1947 4-dr. saloon, really exceptional; original condition throughout, exceptional mechanical condition; £125. [C2027]

**B**ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Parks 5066-7. (50yds. Holland Park Tube.) Exchanges: H.P.

**V**AUXHALL 12

**GORDON CARS (LONDON), Ltd.**, Spe. 4701.

**1946** Vauxhall 10 magnificient condition; £340.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066]

**£385** Vauxhall 10 1947 4-dr. saloon, really exceptional; original condition throughout, £125. [C2027]

**G**ORDON CARS (LONDON), Ltd., 26, North End Rd., N.W.1. Tel. 4701. [C501]

**V**AUXHALL 12 1939 saloon, black, brown leather, heater, interior and tyres all excellent; well maintained; £275.—Hillwood Motors, Mill Hill 4232. [C2006]

**V**AUXHALL 12

**PHENIX MOTOR CO. (SURREY), Ltd.**, offer:—

**1947** (August) Vauxhall 14 1937 DN model, one previous owner, unused for 2 years, low mileage, superb condition; £125. [C2028]

**£265**—Vauxhall 14 1937 DN model, one previous owner, unused for 2 years, low mileage, superb condition; £125. [C2028]

**£350** mechanical condition, good cellulose, interior, etc.; many others. [C2029]

**B**ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Parks 5066-7. (50yds. Holland Park Tube.) Exchanges: H.P.

**£225**—1939 Vauxhall J type saloon, excellent running, net; £75 down.—Bray Motors, 180-184, West End Lane, N.W.3. Hampstead 6490. [C1026]

**£125**—Vauxhall 14 saloon, stored 5 years, 50,000 miles only, magnificient condition.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Tel. 4723. [C1025]

**1946** (November) Vauxhall 14 saloon, leather, radio, heater, excellent condition; £340.—Featherstone Car Sales, Hendon 3234. [C2029]

**£265**—Vauxhall 14 1937 DN model, one previous owner, unused for 2 years, low mileage, superb condition; £125. [C2028]

**£225**—Vauxhall 14 1937 DN model, one previous owner, unused for 2 years, low mileage, superb condition; £125. [C2028]

**1946** Vauxhall 14 J type saloon, one owner, carefully maintained, excellent condition; £340.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C2026]

**1947** Vauxhall 14 blue sun saloon with brown leather, two owners; tyres very good and road-holding; car in nice condition; £340.—Ralph & Co., 22, Conduit Place, Paddington, W.2. Pad. 8696. [C2027]

**145** gns.—Vauxhall 14, 1937, saloon, black, red leather, very good condition; terms, exchanges, list open 9-7 weeks and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C2008]

**V**AUXHALL 14

**HAROLD SIMONS, Ltd.**, offer:—

**1949** Wyvern, one owner, 22,000 miles; £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

**BOON & PORTER, Ltd.**

**1950** series Vauxhall Wyvern saloon, black, 1,500 miles since new engine; £495—Castelnau, S.W.15 (by Hammermith Bridge). Riverside 4444. [C2022]

**HAROLD SIMONS, Ltd.**, offer:—

**1953** Wyvern, 9,000 miles; £575; trade enquiries welcomed, 3 months' written guarantee, free service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. Tel. 2301-2. [C2023]

**BOON & PORTER, Ltd.**

**1950** series Vauxhall Wyvern saloon, black, 1,500 miles since new engine; £495—Castelnau, S.W.15 (by Hammermith Bridge). Riverside 4444. [C2022]

**HAROLD SIMONS, Ltd.**, offer:—

**1953** Wyvern, 9,000 miles; £575; trade enquiries welcomed, 3 months' written guarantee, free service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. Tel. 2301-2. [C2023]

**BOON & PORTER, Ltd.**

**1951** Wyvern, black, beige upholstery, 2 owners, terms and exchanges; £525. [C2024]

**K**J MOTORS, Ltd., Bromley, Ravensbourne 8456. [C2025]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL WYVERN

**£435**—1950 Vauxhall Wyvern saloon, in excellent order.—Good driving 512 evenings. Tel. 3479. **ALWAYS** a good guarantee and free after-sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252.

**1950** Vauxhall Wyvern saloon, £495.—Vauxhall Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074]

**1952** Vauxhall Wyvern, £625; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960. [C2055]

**£515**—1950 Vauxhall Wyvern de luxe saloon, bodywork like brand new, interior spotless, guaranteed 15,000 miles, 3 months' guarantee, hire-purchase exchanges.—[C4096]

**AMBS OF WOOD GREEN**, Finchley showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**1952** Vauxhall Wyvern, £625; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960. [C2055]

**1950** Vauxhall Wyvern, £625; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960. [C2055]

**£515**—1950 Vauxhall Wyvern de luxe saloon, bodywork like brand new, interior spotless, guaranteed 15,000 miles, 3 months' guarantee, hire-purchase exchanges.—[C4096]

**AMBS OF WOOD GREEN**, Finchley showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**TANKARD & SMITH**, Ltd., offer 1950 Vauxhall Wyvern, black with brown leather, loose exchequer chequers and corkheath, £495, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026]

**VAUXHALL** Wyvern, 1953, grey, red leather, one owner, works maintained, fitted with radio, heater, seat covers, front and rear spotlights, and host of other extras, 5,000 miles only, and as new, £775.—Hillwood Motors, Mill Hill 4223. [C3552]

**1950** (November) Vauxhall Wyvern, saloon, black, brown leather upholstery, fitted with heater, link mats, new battery, tax paid, 10,000 miles, one-link £485.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 3451. [C2911]

**Vauxhall Wyvern Cars Wanted**

**TOP** price paid for Wyvern or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

## VAUXHALL VELOX

**H.P.G** 1950 Vauxhall 4-door saloon, mechanically faultless, one owner, black with cream leather, like new, much history of care, known test, heater, outstanding value at £640; terms, exchanges.—Highgate Park Garages, Ltd., Beverley Rd., Highgate Park, London, E.4. Tel. Larkwood 7208 2031. [C1086]

**A** CRES offer:—

**1953** to match, heater, taxed, 4,000 miles only, as brand new, £795.

**ACRES AUTOS**, Ltd., 156/158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1062A]

**BENTALLS**, Ltd.

**1950** Vauxhall Velox, radio, heater, windscreen washers, spot lamps, etc., 27,000 miles, one owner, £495.—Kingston-on-Thames. Kingston 1001. [C1095]

**CAR MART**, Ltd.

**1951** 52 Vauxhall Velox saloon, heater (new type); £595.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

**RAYMOND WAY**

**RAYMOND WAY**, The Hire-Purchase specialists.

**RAYMOND WAY**, The Hire-Purchase specialists.

**1949** Vauxhall Velox saloon, just reconditioned in attractive dual colours, immaculate leather interior, radio and heater, one owner only, 36,000 miles, 439s.

**HIRE** purchases term on the spot with no references, no guarantees or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Road, Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047]

**SLOCOMBES**, Ltd.

**VELOX** 1950 model in black with radio and heater, red leather interior, fine performance; £435, h.p. terms and exchanges cars or motor cycles.—Slocombes, Ltd., Dudden Hill Lane, Willesden 4869 and Gladstone 9348. [C4017]

**E.M.A.**, Ltd., Grove Rd., South, Southsea.

**1951** Vauxhall Velox saloon, colour grey with red red leather interior, fitted heater, radio, loose covers, etc.; £545.—E.M.A. Ltd., Rootes Group Distributors, Grove Rd., South, Southsea, Portsmouth 2168. [C4026]

**190** miles, one-week-old Vauxhall Velox.—Weybridge 600. [C4023]

**VELOX** L model, owned by engineer, all extras, immaculate; £525 o.n.o.—Ongar 135. [C3370]

**ALWAYS** a good guarantee and free after-sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252.

**VELOX**, 1948/9; £425 cash.—Reverend Arthur St. Andre's Vicarage, Willesden Green, N.W.10. Willesden 2670. [C3401]

**VAUXHALL** Velox, 1949, one owner, heater, etc., taxed year, immaculate throughout; £430.—Tel. Reading 67380. [C3363]

**VAUXHALL** Velox, June 1953, 20,000 miles, radio, heater, loose covers, mats and other extras, taxed to Dec., 1954; £850.—Tel. after 6 o'clock p.m. Vigilant 7661. [C3242]

**£466**—1950 Vauxhall Velox de luxe saloon, one owner only, most carefully used, excellent condition throughout; 3 months' guarantee, hire purchase exchanges.—[C4001]

**AMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**XXX** Saloon, model 1953 (July) Vauxhall Velox, this car, which in appearance is literally indistinguishable from new, has covered only 7,182 miles and is finished in black with brown upholstery and fitted with heater, one ownership; written guarantee; £725; terms, exchanges.—H. F. Edwards, Batt. 29-30, Upper High St., Finsbury, Surrey. Tel. Epsilon 9400. [C2001]

**Vauxhall Velox Cars Wanted**

**TOP** price paid for Velox or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

## THE Autocar

## VAUXHALL 25

**£175**—1958 Vauxhall 25 de luxe saloon, only two owners since new, specimen condition throughout; 3 months' guarantee, hire purchase, exchanged.

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**IMOUSINES**, 1950 25hp, partition, forward occasions, black, speedometer reading 5,000 only, unblemished, reasonable cost. Another 1949, million 22,000, privately chauffeured. Tel. 7735. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair. [C1096]

## VAUXHALL MISCELLANEOUS

**S** HAW & KILBURN, Ltd., for Vauxhalls.

**I**t is important that the car you purchase is in excellent condition throughout.

**ELECTION** of such modern Vauxhalls at

**4**—Berkeley Sq., W.1. Grosvenor 4328.

**HAMILTON MOTORS** (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

**1939** Vauxhall 14hp, black, brown leather interior, body condition good, tyres good all round, mechanically sound; £275.

**1939** Vauxhall 10/12 saloon, black, green upholstery, body in excellent condition, mechanically sound, choice of two; £265.

**ALWAYS** a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models.

**1936** Vauxhall limousine 7-seater, good order throughout; £145, 3 months' guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

**VAUXHALL** and other makes of used cars in good condition; we know of your requirements.

**Tel.** Ursbridge 6432-5.—Gregory's, Ursbridge.

**GRAHAM BROTHERS** (MOTORS), Ltd., Main Vauxhall Dealers, 7-15 Peter St., Manchester, 2, for sales service and parts.—Depots at Ashton (Ash 1817), Oldham (Oldham 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3511), Wilmslow (Wil 4922). [C1023 R]

## Vauxhall Miscellaneous Cars Wanted

**R** S OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W3018/R]

**S** HAW & KILBURN Ltd., Vauxhall main dealers.

**WILL** purchase modern Vauxhall cars.

**4**—Berkeley Sq., W.1. Grosvenor 4328.

**P** RIVATLY owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

**R** EQUIRED, good used Vauxhall.—G. Edwards, Amiensbury Lane, Harpenden, Herts. Harpenden 118. [C1023 R]

**VAUXHALL** Buyers.—Motourists (London), Ltd., 47, North Rd., E. Finchley Station, N.2. Finchley 2301-2310. [C1031]

**ARLINGTON MOTOR CO.**, Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2767. [C1032]

**VAUXHALL** cars, post-war models, urgently required.—Goli's Garage Ltd., Earl's Court Rd., S.W.5. Fremantle 6373. [C1047/R]

**7-SEATER** private 1937/38 Limousines required, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [W1006]

**XXX** H. F. Edwards offer immediate cash for good Vauxhall cars.—Details, please to 200 Great Portland St., London, W.1. Tel. Lincoln 0012. [C1023]

**URGENTLY** required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ltd.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call. write or tel. Paddington 0022. [W2032 R]

**Vauxhall Spares and Service**

**C.A.C.** ROYDON AUTOMOBILE COMPANY, LTD.

**VAUXHALL-BEDFORD** rebuilt assemblies, exchanged at manufacturers, repair rates complete rebuild Vauxhall-Bedford, selected components, dyno-starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:

**BEDFORD** House, 380-388, London Rd., Croydon, Tel. Thornton Heath 3276 (14 lines). [C1025/R]

**REPAIRS**, parts, repairs, conditioned, guaranteed from £15-10/-; gear boxes, shock absorbers, engines, reasonable; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C1076]

**VETERAN CARS**

**1908** Sizaire-Nelson 2-seater, first restored to original. Euston 4101. [C1024]

**WELHAM** Veteran Car Specialists, buy and sell pre-1915. Surbiton Hill Rd., Surbiton Elmbridge 1873. [C4070]

**VOLKSWAGEN**

**C** OLBORNE GARAGE, Ltd., Ripley, Surrey.

**T** HE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception weekly; not used and reconditioned cars available.—Tel. Ripley 2361. [C1025 R]

**PERFORMANCE CARS** official Volkswagen agents: new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C1041]

**1947** 1950 Vauxhall works reconditioned, black mudguards, bills, Tygan fitted covers, very nice condition; £250.—Gorton, Nuthall, Notts. Kimberley 2195. [C1030]

## VOLKSWAGEN

**1954** (unregistered) Volkswagen saloon, metallic bronze, £685 12/6.—Brock, right-hand drive, returned to works 1952 and fitted all latest specifications (engine, gear-box and rear suspension), new tyres, excellent condition; £375. offers.

**C. J. JENNINGS**, 23, High St., Croydon, S.W.3. Tel. 3000. Official Volkswagen Agents. [C1022]

**VOLKSWAGEN** (first registered 1949), l.h.d., loose covers, nice condition; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045]

**1954** green, taxed year; £625.—Ralph Beard, East St., Parnham, Surrey. Tel. 5494, day or night. [C1092]

**V & F MONACO MOTORS**, the only Volkswagen specialists in London, offer their unique experience obtained in four years of service and repair, more than 1,000 Volkswagen we could easily, exclusively, on the Volkswagen and handle no other type of car.—Below.

**V & F** Large selection of used Volkswagens always available.—Below.

**V & F** MONACO MOTORS, 3a, Wetherby Mews, Earls Court, S.W.3. Tel. 4657. [C2042 R]

**Volkswagen Cars Wanted**

**RICHARDS & CARR** buy Volkswagen—55, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

**PERFORMANCE CARS** urgently require Volkswagens.—Great West Rd., Brentford, Middlesex. Ealing 8841.

**V & F MONACO MOTORS**.—The Volkswagen Earls Court, S.W.3. Tel. 4657. [C2042 R]

**Volkswagen Spares and Service**

**V** VW MOTORS, Ltd.

**G**ENUINE spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighthouse St.). Tel. May. 6718. [C1047]

**C** COLBORNE GARAGE, Ltd., Ripley, Surrey.

**G**ENUINE Volkswagen spares, 24-hour postal service, all repairs and service.—Tel. Ripley 2361. [C1095 R]

**G**ENUINE parts, repairs, reasonable prices; Volkswagen bought, sold—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C1044]

**M**OONS MOTORS, Ltd., at their Davies Street (Mayfair) fair, 23rd June, and Dorset House, Warwick 2000, branch having factory-trained mechanics and offer full service with repairs and parts facilities. [C1055 R]

**WOLSELEY**

**EUSTACE WATKINS**, Ltd., the sole London distributors.

**1951** 6/80 saloon, green, 25,000 miles, one owner since new, genuine mileage 8,000; outstanding value at £795.—102, London Rd., Kingston-on-Thames. Kin. 3348. [C1081]

**H BEART & CO., Ltd.**, offer:—

**1953** Wolseley 6/80 saloon, finished green, fitted screen washer, heater and floor mats, one owner since new, genuine mileage 8,000; outstanding value at £795.—102, London Rd., Kingston-on-Thames. Kin. 3348. [C1081]

**WARRICK WRIGHT**, Ltd., offer:—

**1952** Wolseley 6/80 saloon, grey, heater, 13,000 miles, £675. [C1045]

**1952** Wolseley 6/80 saloon, grey, heater, 13,000 miles, £675. [C1045]

**1952** Wolseley 4/50 saloon, radio, heater, £550. [C1046]

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford 62007-8-9. [C1057]

**£275**!!—Wolseley 14, 1939, super.—Value Cars, East Sheen, Prospect 7520. [C4068]

**1950** Wolseley 6/80 saloon, beige, heater, very fine condition, 3 months' guarantee; £475. [C1061]

**C & W MOTORS**, Ltd., Queen's Gate Garage, East End Rd. N.3, Finchley 6/80, black/brown; £575. [C1061]

**1952** Wolseley 14 saloon, good order throughout £295; 3 months' guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS**, Ltd.—169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C1054]

**BEARTS**, of Kingston, Wolseley distributors. Sales, spares and repairs.—102, London Rd., Kin. 3348. [C1053 R]

**1952** Wolseley 6/80 saloon; £595.—Van's Motors, 14-22, Archway Rd., Highgate, N.6. Mountview 0039 and 5306. [C1074]

**WOLSELEY** 4-44, black brown leather, 4,000 miles, immaculate, good order over £800.—Hughes, Knowsley Rd., Hoole, Chester. [C1040]

**1952** (May) 4/50 saloon, metallic green, green leather, 17,000 miles, superb condition; £665.—Robbins, East Putney. Tel. 4581. [C1051]

**1952** Wolseley 4/50 saloon, £595.—Van's Motors, 14-22, Archway Rd., Highgate, N.6. Mountview 0039 and 5306. [C1074]

**1952** Wolseley 6/80 saloon, dark blue, 225 miles, head, leather, good condition; terms exchanges; 1st, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Batt. 904. [C4041]

**£650**!!—1952 Wolseley 6/80, saloon, beige tan leather, serviced and maintained by county distributor, very carefully driven by one owner.

**CAMDEN MOTORS**, Ltd., Leyton Buzzard 2041. Open all day.—Whit-Munday. Tel. 4705. [C1055]

**£160**!!—Wolseley 14, 1937, engine and body excellent, front, back axles and other new parts, new tyres, taxed and insured for year, R.A.C. A.A. inspection welcome.—Putney 5206. [C2049]

**£289** choice of 3 terms.—G. P. (Balham), Ltd., Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024]



## NEW CARS FOR SALE

## A.C.

**R**AYMOND WAY, for your new A.C. Petite, immediate delivery, choice of colours: £508 13 9, or £103 deposit; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9-8, six days a week.

**P**RAYMOND WAY, Ltd.—Immediate delivery of the A.C. Petite; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

**G**EORGE GROSE for your new A.C. Petite, from stock on unbeatable hire-purchase terms; demonstration cars available.—Ludgate Hill, London, E.C.4. 0354. Hammersmith 2149. [N3054/R]

**H**ENRY F. EDWARDS & Co., Ltd., Sole Distributors for London, Middlesex and Surrey, invite Retail and Trade enquiries for the outstanding new A.C. 2-litre models 2-door saloon, 4-door saloon, open top and Ace sports car.—For further illustrated brochure upon request; demonstrations with pleasure, sales and service.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [N2003]

## ALVIS

**C**HALES FOLLETT, Ltd.—Alvis repair specialists.

**O**FFICIAL Alvis spare parts stockists.

**T**RADE supplied.

**S**ERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5996-7-8. [N307/R]

**S**COOTER distributors 3-litre saloon and coupe, immediate delivery.

**J**AS. H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7593. [N0731/R]

**M**ANCHESTER—Alvis main agents; sales and service.—F. W. Wilkin, Ltd., Grosvenor Garage, Burnside Lane, M.C.19. Run 2874/9. [N0825/R]

**A**LVIS 3-litre saloon, £1,771/192.—G. W. Wilkin, Ltd., 1. Weston Park, Kingston-on-Thames, Kin. 2241.

**H**. A. FOX & Co., Ltd., appointed official repairers for Alvis, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7687. [N0137]

## ARMSTRONG SIDDELEY

**A**RNEES

**O**F Albermarle St., for the magnificent Sapphire, quick delivery, demonstrations at any time, anywhere.—Hyde Park 9323, next to Brown's Hotel. [N0991/R]

**C**LARKES OF PIRBRIGHT.

**F**OR the Armstrong Siddeley Sapphire, choice of colours preselector or synchromesh gear box, 24-hour service by day and by night, and Woking district.—Pirbright, Surrey. Brookwood 2201-2. [N1049]

**G**UY SALMON.—New Armstrong Siddeley Sapphire saloons, choice of colours; we invite you to handle our demonstration car.—Thames Ditton, Surrey. Emberton 155. [N4001]

**H**ENLYS, Ltd., 1-5 Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. [N0693/R]

**C**HEAM MOTOR & ENGINEERING Co., Ltd., A.R. Stevens for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vigilant 0125. [N1015/R]

**P**ASS & JOYCE, Ltd., England's largest distributors, for the new superb Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Merton 1001. [N001]

**W**. T. RICHARDS (BELEXLEYHEATH), Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666.

**H**IRE and try before you buy the lovely Sapphire, effect on synchro-mesh change.—Details from Wilson's Automobiles & Coachworks Ltd., 34, Acme Lane, London, S.W.2. Brixton 4011, or 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [N0524/R]

## ASTON MARTIN

**G**UY SALMON AUTOMOBILES offer:—

**N**EW Aston Martin D.B.11/4 saloon, immediate delivery.—Portsmouth Rd., Thame Ditton, Emberton 5551-2-3. [N4001]

**O**RGANS OF OXFORD 3 county distributors, demon-

strator in stock, very early delivery, immediate.

**E**H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59613-4. [N1015/R]

## AUSTIN

**A**

**A**RNEES

**F**OR your new Austin car—28, Albermarle St., next to Brown's Hotel. Hyde Park 9323. [N0992/R]

**F**LOVE, Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon. [N1047/R]

**C**ADDISCOMBE 3066.

**R**OWLAND SMITH'S for Austin.

**A**LL models supplied; part exchanges any distance; immediate delivery, terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [N4018]

**E**VANS & KITCHEN, Birmingham, offer the finest selection of new Alvis and Standard 27/60. [N074/R]

**I**MMEDIATE delivery A70 saloon, A50 pick-up and A50 van; exchanges and deferred terms.—

**A**NCESTER ENGINEERING Co., Ltd., 59/43, Eden St., Kingston-on-Thames. Tel. Kingston 3151-4. [N265/R]

**H**ERBERT & MILLS, Ltd., Austin A30, early delivery.—Gt. Portland St., W.1. London 3506-7. [N2036]

**A**USTIN A30 Countryman; list price.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5333. [N1083]

## AUSTIN

**S**OUTHGATE area, N.13, N.14, and N.21.—Direct agents for all models; open 8-6 week-days Sundays 9-12. [N2022/R]

**S**PRINGFIELD GARAGES, Pal. 5576/7; evenings, Pal. 8974-2100. [N2022/R]

**R**. C. WIMBUSH, Ltd., Austin stockists; part exchange and hire purchase facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056]

**L**AMBERHURST, Kent.—F. J. Avards & Co., Ltd., Garage, Tel. Amberhurst 217. [N1046/R]

**A**ustin dealers.—Telephone 0146/R

**P**ETE & CLARKE, Ltd.—Immediate delivery most

models; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5.

**A**USTIN 11 Hereford saloon, black; £899 7/6. [N4053]

**G**. W. Wilkin, Ltd., 1. Weston Park, Kingston-on-Thames, Kin. 2241. [N4053]

**T**. RICHARDS (BELEXLEYHEATH), Ltd., Austin retail dealers; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. [N2022/R]

**W**ILSON'S AUTOMOBILES & COACHWORKS, Ltd., for all Austin models; exchanges and terms.—24, Acre Lane, S.W.2. Brixton 4011. [N1069/R]

**H**ILLINGDON MOTORS, Ltd., Austin direct agents. Agents and service facilities.—325-7 Long Lane, Western Ave., Hillingdon. Tel. Ubxbridge 5586. [N2022/R]

**S**OUTHERN Austin direct agents; immediate delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2312. [N10419]

**A**70 Hereford, grey, sunshine roof, de luxe model, immediate delivery; £900 14/2; part exchanges, deferred terms.—Campbell Symonds, Westminster, London, W.1. Tel. 2019. [N1037/R]

**I**MMEDIATE delivery new Austin A70 Countryman; list price £1,059 7/6.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. (Ad.) Leicester Square Tube Station. Tel. Temple Bar 3588. [N1021/R]

**M**ANAGERS & MEMBERS, Ltd., 1st floor, Austin direct agents and specialists, offer early delivery of all models; immediate delivery A40 van, blue, at list price from stock.—The Broadway, Mill Hill, N.W.7. Tel. 2040. [N1040/R]

**S**HERLINE and Princess saloon, 16hp hire car, £1,400. [N1040/R]

**A**nd all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and Service to Austin exclusively Brixton 1155, Streatham 7362. [N0889/R]

**I**MMEDIATE delivery new Austin A40 Countryman; list price £1,059 7/6.—British & Colonial Motor, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (Ad.) Leicester Square Tube Station. Tel. Temple Bar 3588. [N1021/R]

**Y**OU couldn't do better than secure immediate delivery of your new Austin A40 Countryman, early delivery available on A30 2-door and 4-door saloons, A40 and A70 saloons. Current market value for your present car subject to inspection.

**F**OR immediate delivery Austin A40 Countryman, early delivery available on A30 2-door and 4-door saloons, A40 and A70 saloons. Current market value for your present car subject to inspection.

## AUTO-UNION D.K.W.

**S**OLE Concessionaires (United Kingdom) for the new Sonderklasse D.K.W. Three-Six 896 c.c. car, saloon fixed head coupe, 2-seater and 4-seater cabriolet models.

**A**.F.N., Ltd., London Rd., Isleworth, Middlesex. [N1046/R]

## BENTLEY

**C**AR MART, Ltd.

**O**FFICIAL retailers, will be pleased to accept orders for future delivery of the Bentley with standard or special coachwork.

**C**AR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [N1039/R]

**D**AVID ROSENFIELD, Ltd., [N1039/R]

**O**FFICIAL Bentley and Rolls-Royce retailers.

**S**HOWROOMS: 1-5, Peter St., Manchester, 2.

**P**HONE: Blackfriars 4942.

**S**ERVICE Station: Cheetham Hill Rd.

**M**ANCHESTER, 8. Tel. Blackfriars 2302. [N1056/R]

**G**ROSE, Ltd., Northampton. [N1056/R]

**O**FFICIAL Bentley retailers.

**S**HOWROOMS and Service

**M**AREFAIR, Northampton. Tel. 4540. [N1056/R]

**H**. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7800. [N1056/R]

**R**IPON & BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Huddersfield 7070 (10 lines). [N2015]

## B.M.W.

**S**OLE concessionaires in Great Britain for the Type 501 B.M.W. 6-seater luxury touring saloon.

**A**.F.N., Ltd., Fairlop Works, London Rd., Ilford, Middlesex. Hounslow 0011. [N2015]

**BOND MINICAR**

**R**AYMOND WAY, the hire purchase specialists.

**B**OND MINICAR, distributors, immediate delivery all models, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9-8, six days a week. [N0839/R]

**P**ETE & CLARKE, Ltd.—Immediate delivery of the latest models of the Bond Minicar; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

## BORGWARD

**R**EQUESTS for literature and demonstration to F. Fairman & Sons, Ltd., Horley, Surrey. Quick delivery of models. Sole distributors for Surrey and Sussex. [Tel. 17.]

**M**ETCALFE & MUNDY, Ltd., sole concessionaires

**M** for all Borgward cars, diesel and sports models and the new 2½-litre with optional Hemisomatic drive; immediate delivery, nearly all models.—280, Old Brompton Rd., S.W.7. Tel. 5471/2166-7. [N3064]

## BRISTOL

**K**EVILL, DAVIES & MARCH, Ltd.

**O**FFICIAL Bristol retailers.

**41**-42, Hay's Mews, Berkeley Sq., W.1. Gros 2563.

**N**EW Brístols, all models, largest selection; distribu-

**T**ors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232 3 and 14/16, High Street.

**B**RISTOL in the Western Counties, new and used

**C**ars; service and spares; advantageous delivery,

**n**ew cars; sole distributors.—Charles Crickshank

**M**otors, The Centre, Bristol. Tel. 25280. [N0351/R]

**S**immediate delivery and enthusiasm for full

**p**articulars.—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7598. [N0732/R]

**BUICK**

**B**UICK Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albermarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [N0356/R]

## CADILLAC

**C**ADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albermarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [N0356/R]

## CHEVROLET

**B**RITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St., Martin's Lane (Ad.), Leicester Sq., Tube Stn., W.C.2. Tel. Temple Bar 3588.—Distributors for London and Home Counties. [N1027/R]

## CITROEN

**A**CE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

**N**ORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines).

**C**.M.I. CAR SALES.

**O**FFICIAL agents Citroen cars, quick delivery, ex-

**c**hange, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Tel. Pri. 6223.

**CRES AUTOS**, Ltd.

**O**FFICIAL retailers.

**A**LL models from stock; part exchanges and deferred

**t**erms.—136 and 138, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909.

**10** Tel. Ascot Parade, Clapham Park Rd., S.W.4. [N1032A]

**C**. G. NORMAN & Co.

**S**OLE distributors for the County of London; early

**d**elivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [N2021/R]

**COOMBS & SONS (GUILDFORD), Ltd.,** offer—

**C**ooper Hill, Guildford 6207-8-9. [N1057]

**JOHN S. TRUSCOTT**, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—175, Westbourne Grove, W.11. Bay 4274. [N0435]

**GODFREY HOUGHTON**, Ltd., Distributors Cheshire and Lancashire; good reason for early delivery, offer and try the new 2CV, ahead of all others, just like his big brothers; sales with service.—City Rd., Chester. Tel. 24818. [N0703/R]

## DAIMLER

**S**MITH MOTORS OF DULWICH for Daimlers, 55, Five Lanes, S.E.15. New Cross 0464. [N0328/R]

**D**ORING MOTORS, Ltd., London, 10, Roundhill Rd., London, S.E.1. Tel. 20246. [N0226]

**D**ENHAM'S for Daimlers: Area dealers, sales and service.—Portsmouth Rd., Esher, Surrey. Tel. Esher 3560. [N0491/R]

**D**AIMLER CONQUEST saloon, black; £1,511/7-10. [N0491/R]

**C**AR, G. W. Wilkin, Ltd., 1. Weston Park, Kingston-on-Thames, Kin. 2241. [N0455]

## DODGE

**I**MMEDIATE delivery latest model 1954 Dodge Coronet 4-door saloon, r.h. drive, fitted automatic gears, radio, heater, etc., one only; list price £2,550. [N0408/R]

**B**ROWN & WHITE (Leeds), Ltd., Roundhill Rd., Leeds. Tel. 45405. [N0408/R]

## DYNA-PANHARD

**H**AIRED by the technical press of the world! Air-cooled 250cc, 80mph, 40mpg, 6 seats, outstanding road stability, steering, brakes, panoramic visibility, amazing acceleration and many other advanced features.

**D**etails and early deliveries from Tarrant & Frazer-Ledger, Ltd., 10, Winchester Mews, N.W.3. Primrose 6159. [N0317]

## FORD

**H**AROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4434.

**C**ONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon.

**W**. W. GOLD, LTD., 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444. [N0342]

**OWLAND SMITH'S** for Ford.

**A**LL models supplied; part exchanges any distance.

**C**onfidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**NEW** 10hp Ford shooting brakes and travellers' cars; quick delivery.—Lawton-Goodman, 135, Cricklefield, Broadgate, N.W.1. Tel. 20246. [N0223]

**R**. C. WIMBUSH, Ltd., Ford stockists; part ex-

**change**, H.P. & P.H.P. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056]

**M**AYFAIR and West End agent; all new Ford models.

**A**nd try for yourself a 1954 Zephyr before taking delivery from—

**IPCO**, Ltd., 16, Albermarle St., W.1. Hyde Park 2952/5/4. [N3052]

**R**AYMOND WAY, the hire purchase specialists, for your new car, car and motor cycles in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [N0408/R]

**F**. R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Ford Rd., Folkestone. Folkestone 51222 (2 lines). [N0098/R]

## NEW CARS FOR SALE

## FORD

DAGENHAM MOTORS, Ltd., Ford main dealers.

**56** Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3589. And 6, 8 and 12, Sandleys Rd., Cattford, S.E.6. Hither Green 9221. **PRIDE & CLARKE**, Ltd.—Ford agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664/5.

## FRAZER NASH

**R**EQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Millie Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow, 0011. (0475 R)

## HILLMAN

**N**EW Hillman Minx available from stock—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent, Tel. Hythe 6731. **[N2059]**

**H**ILLMAN Minx coupe, exchanges, terms—Rootes Garages, Wellesley Ave., Hammerton, W.6. Riverside 2644. **[N3054]**

**S**MITH AUTO Co., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range—145, London Rd., Croydon. Croydon 4601-4632. **[N3011]**

**A**LWAYS prompt and efficient service from the Central London Rootes agents; favourable delivery for private and fleet orders—Cattermores (Garages), Ltd., 79/89, Pentonville Rd., N.1. Tel. 1001. (0405 R)

**H**ILLMAN Minx, coupe, estate cars, saloons, etc., delivery, exchanges and terms; cars prepared for clients returning to England—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. **[N3011]**

## HUMBER

**C**ARRIS MOTORS, Ltd.—Hunter Hawk and Snipe; immediate delivery—Lewisham Bridge, S.E.13. Tel. Green 5855. **[N2020]**

**M**OTOURISTS (LONDON), Ltd., for Humber—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. **[N3018]**

**S**MITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloons—145, London Rd., Croydon. Croydon 4600-4632. **[N2067/R]**

**A**LWAYS prompt and efficient service from the Central London Rootes agents; favourable delivery for private and fleet orders—Cattermores (Garages), Ltd., 79/89, Pentonville Rd., N.1. Tel. 1001. (0404 R)

## JAGUAR

**H**ENLYS, Ltd.

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 365, Fuston Rd., N.W.1. (Euston 4411.)

MANCHESTER—1-5, Peter St. (Blackfriars 7845.) **[N155 R]**

ROWLAND SMITH's for Jaguar.

**A**LL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. **[N4018]**

**H**EARST & Co., Ltd., offer—

**O**NE only Jaguar XK120 drop head coupe, for immediate delivery; full details on request—102, London Rd., Kingston-on-Thames, Kin. 3548. (N1081)

COOMBS &amp; SONS (GUILDFORD), Ltd., for Jaguar sale and service.

MANUFACTURERS for South-West Surrey—St. Catherine's Garage, Guildford 62907-9. **[N2044 R]**

IMMEDIATE delivery—One only Jaguar Mark VII saloon, black with red upholstery.

TERMS and exchange—Smith's Motors, Dovercourt, Essex, Tel. Harwich 12117.

**KJ** MOTORS, Ltd., N.W. Kent's leading Jaguar main dealers—Bromley, Ray, 3456. **[N2026 R]**

**I**MMEDIATE delivery Jaguar Mark VII saloon, list price, terms, exchanges—Traynor Motors, 135, High St., East Ham. Grandwood 2530. **[N4032]**

MARK VII saloon, good deliveries, cash exchange.

MAYNARD purchase—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. **[N1721]**MARK VII, overdrive, black and grey, new at list price—Beardmore, 26, Queensway, W.2. **[N2015]**

WATER under 100 miles.

RICHARDS (BEKLEYHEATH), Ltd., Jaguar Wares dealers; immediate delivery Mark VII saloon; part exchanges—74-78, Broadway, Beckley Heath, Tel. 1666. **[N1094 R]**

ACLIWELL &amp; TABOR, Ltd., Welwyn By-Pass, Herts.

**A**CIWELL, 451/2, 3, offer immediate delivery of Mark VII Jaguar saloon, finished battlehip grey, red leather; list price £1,616. **[N1010]**

## JOWETT

**J**OWETTODEAN MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1111. **[N5026 R]**

**R**ED CLYDE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906-7555. **[N5094 R]**

KAISER sales, service, spares, sole concessionaires for Great Britain—Sir G. Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. **[N509 R]**

## MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.

**M**ERCEDES-BENZ—The World's oldest automobile manufacturers—hand built every delivery for 6 models—£1,385. to £5,500; unsurpassed for technical design, sustained high performance with safety and economy, comfort, finish, and durability; unique maintenance system ensures a minimum of 62,500 miles without major repairs.

TRY our demonstration cars; literature on request; exchanges, deferred terms—

**JOHN S. TRUSCOTT**, Ltd. for Mercedes-Benz, 173, Westbourne Grove, W.11. Bay. 4271. **[N4035]**

**M**ERCEDES-BENZ distributors for Surrey and Sussex; all models available; write for full details—Woking Motors (Maybury Hill) Ltd., Woking 1928. **[N4057]**

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms—Hyde Park Corner, 33, Grosvenor Crescent, News, S.W.1. Sloane 5213. **[N4056]**

## MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

**H**ERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery—Welwyn Garden City, Hatfield 2178, 10611 R. **[N2008]**

GODFREY HOUGHTON, Ltd., Main Agents, Chester

Bucks, North Wales, etc.; new motoring experience, favourable delivery most models; 50 model from stock; sales with service—City Rd., Chester. Tel. 24816. **[N7074 R]**SWANMORE GARAGE, official distributors, Hants, Dorset, Wilts, Somerset, Devon and Cornwall, Early delivery all models—1176-1180, Christchurch Rd., Bournemouth East, Bournemouth. Tel. Southbourne 33545. **[N3024]**

DAVIES MOTORS, Ltd., official distributors; current

Type 180 demonstration saloon immediately available, other models at short notice, early delivery all models, full service and spares facilities—273, London Rd., Staines. Tel. 4211 (5 lines). **[N1080]**A NEW motoring experience, contact the Scottish distributor for full particulars, latest models in stock—Inglis Automobiles, Ltd., 68-78, Pitt St., Edinburgh, Tel. 26287. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow C.3. Tel. Douglas 7698. **[N1082 R]**

## M.G.

ROWLAND SMITH'S for M.G.

NEW T.F. sports 2-seater on view.

**A**LL models supplied, part exchanges any distance A confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. **[N4018]**

H. BEART &amp; Co., Ltd., offer—

**O**NE only brand new T.F. M.G. 2-str. at current list price; full details on request—102, London Rd., Kingston-on-Thames, Kin. 3548. **[N1081]**

IMMEDIATE delivery—One only T.F. M.G., ivory with green upholstery.

TERMS and exchange—Smith's Motors, Dovercourt, Essex, Tel. Harwich 700. **[N2016 R]**PRIDE & CLARKE, Ltd.—M.G. agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 5664-5. **[N3068 R]**JACK ROSE, Ltd.—See the new T.F. 2-seater in our showrooms; orders accepted for Magnetite—St. Albans Rd., Wallington, Surrey. Wallington 6677. **[N3056]**S. G. SMITH (MOTORS), Ltd., for your new M.G. T.F. and Magnette; cars, motor cycles taken in part exchange—283, Rye Lane, N.L. Tel. New Cross 0450. **[N2029 R]**IMMEDIATE delivery—New M.G. T.F. 2-seater, choice of colours; parts, exchanges—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. **[N2029]**IMMEDIATE delivery new M.G. T.F.; list price £299. **[N2029]**MORRIS TRAVELL & Colonial Motors, Ltd., 1, Upper St., Martin's Lane, W.C.2. (Adm., Leicester Square Tube Station.) Temple Bar 3588. **[N1027]**

## MORGAN

W.M. WELBECK MOTORS, Ltd., proudly introduce the wonderful new Morgan with the fabulous TR2 engine; the lowest priced, fully equipped, over 100mph model on the market; demonstrator available at our showroom for inspection and trial; latest model £821—offers not only the TR2 engine but also greatly improved appearance, steering and brakes.

WELBECK MOTORS, Ltd., officially appointed Morgan agents, 107, Crawford St., London, W.1 near Baker St. Station. Welbeck 1139 (0 lines). **[N2049]**PRIDE & CLARKE, Ltd.—Morgan agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 5664-5. **[N3068 R]**BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine at 161, Portland St., W.1. Langham 7735. **[N1051 R]**LATEST Plus 4 drop head coupe in red, immediate delivery; this famous fly-by-wire, wish, wish, exchange or hire purchase—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. **[N1721]**MARK VII, overdrive, black and grey, new at list price—Beardmore, 26, Queensway, W.2. **[N2015]**RAYMOND WAY, the hire purchase specialists, for our new Morgan Plus 4, most models in stock; cars and motor cycles welcome in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044. **[N2024]**RAYMOND WAY, the hire purchase specialists, for our new Morgan Plus 4, most models in stock; cars and motor cycles welcome in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044. **[N2024]**RAYMOND WAY, the hire purchase specialists, for our new Morgan Plus 4, most models in stock; cars and motor cycles welcome in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044. **[N2024]**RAYMOND WAY, the hire purchase specialists, for our new Morgan Plus 4, most models in stock; cars and motor cycles welcome in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044. **[N2024]**RAYMOND WAY, the hire purchase specialists, for our new Morgan Plus 4, most models in stock; cars and motor cycles welcome in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044. **[N2024]**RAYMOND WAY, the hire purchase specialists, for our new Morgan Plus 4, most models in stock; cars and motor cycles welcome in exchange—Kilburn Bridge, N.W.6. 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## NEW CARS FOR SALE

## ROLLS-ROYCE

CAR MART, Ltd.

**N**EW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial. CAR MART, Ltd., Gloucester House, 150, Park Lane, W.I. (corner of Piccadilly). Grosvenor 5555 R [N1039 R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8, Tel. Blackfriars 2302. [N1056 R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFIELD, Northampton. Tel. 4540. [N1020 R]

A FOX &amp; Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 6626. [N1034 R]

TON BROS., Ltd., one largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork: Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [N1049 R]

## ROVER

**H**ENRY'S, England's leading Motor Agents.

OVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 4444.)

HENLY House, 385 Euston Rd., N.W.1. (Euston 1054 R)

ROVER

DEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N1028/R]

COOMBS &amp; SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Mews, 5997-8. [N1045/R]

DORKING MOTOR CO., Ltd., main dealers, Dorking 2256. [N1088]

H. M. BENTLEY &amp; PARTNERS, Ltd., Albermarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

MOTORS, Ltd., N.W.1. Kent's leading KJ

motor dealers.—Bromley 3456. [N1027 R]

EXHILL F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd., Tel. 2382. [N1051 R]

CROYDON Main Agents, Leatherhead's Garages, Ltd., 20, St. James's Rd., Croydon. The 1222. [N1022 R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [N1042 R]

W. MICHAEL (BEXLEYHEATH), Ltd., dealer

retail dealers, part exchanges—74-78, Broadway, Bexleyheath, Tel. 1666. [N1012 R]

SURREY MOTORS, Ltd., High St., Sutton—Rover

main dealers Sutton and district; spares and service.—Tel. Vhythm 4444. [N1041 R]

NORTHAMPTONSHIRE and North Bucks—Mar-

fair, Northampton. Tel. 4540. [N1001 R]

ROSENFIELD for Rover, distributors for Lancashire

and Cheshire.—David Rosenfield, Ltd., 1-5, Peter St., Liverpool. Tel. 4444. [N1048 R]

GODFREY HOUGHTON, Ltd., Retail Dealers—

Favourable deliveries all models; 50 model from stock; sales with service—City Rd., Chester. Tel. 2488. [N1075 R]

## LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [N1042 R]

## SIMCA

**L**ONDON, W.1

SEE and try the new Simca Aronde, orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [N1040 R]

DISTRIBUTORS.

CENTRAL and West Surrey.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey, Brookwood 2201-2. Demonstration car always available. [N1049]

FIAT (ENGLAND), Ltd

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires.

IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country.

WEST Kent Area Dealers, Mabon's Garage, Ltd., Cranbrook, Kent. Tel. 01024. [N1015 R]

PURVING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford, Tel. Watford 4191. [N1032 R]

PRIDE &amp; CLARKE, Ltd., Simca main agents; immediate delivery, exchanges, terms.—237, Buxton Hill, Tel. 3601-2. [N1015 R]

NEW Simcas, all models; largest selection; distributor—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3. [N1063]

H. M. BENTLEY &amp; PARTNERS, Ltd., official retailers for Simca, demonstration car available, early delivery.—9, Albermarle St., W.1. [N1018]

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate delivery, full service and spares facilities—27, Grosvenor Rd., Staines. Tel. 4211 (5 lines). [N1080]

SUPERIOR Aronde saloon (£296 9/2) and Chatelain Station Wagon, 1221cc, 35mpg, high speeds, outstanding road holding; terms exchange; service export.

Tarrant &amp; Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [N1046]

## SIMCA

**W**HAT is it? There is a subtle something about the 1954 Simca Aronde that thrills everyone who sits at the wheel. It's not only the luxury look but it is so safe, so swift, so comfortable. Here is the car for you and well within your budget. Your present car and credit will be conveniently arranged. Coloured brochures and a trial run from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N1008 R]

## SINGER

IMMEDIATE delivery.—One only, Singer 1500 saloon, bronze green with tan leather upholstery.

TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. [N1218]

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payment.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.15. Riverside 6496. [N1075 R]

## STANDARD

C OF P.

VANGUARD, black leather and heater, immediate delivery.—Clarke's of Pirbright, Pirbright, near Woking, Surrey. Brookwood 2201. [N1049]

ROWLAND SMITH's for Standard.

IMMEDIATE delivery new Vanguard saloon.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 1441. [N1018 R]

BERKELEY SQUARE HOUSE GARAGE Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro 4343. [N1048 R]

TR2 see advertisement under Triumph section of MOTORS. Ltd.—Rowden, Vanguard models; immediate delivery.—Bromley. Ray 3456. [N1049 R]

PRIDE &amp; CLARKE, Ltd.—Triumph agents, exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 5661-5. [N1049 R]

CARLES AUTO SALES, Ltd., Standard House, South End, Croydon, Cro 6088. Standard and Triumph Main Distributors in areas of Surrey and Kent. [N1049 R]

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph Distributors; immediate delivery; same saloons, choice of colour.—39-45, Eden St., Kingston, Tel. Kin. 5151-4. [N1049 R]

THE new Triumph T.R.2, in pearl white blackberry trim; owing to cancellation of customer's order due to illness, we offer this sports car for immediate delivery at list price, £690. 10/- 10, Lyndhurst Motors, Ltd., 391-3, Dunstable Rd., Luton. Tel. Luton 1240. [N1026 R]

## SUNBEAM-TALBOT

SUNBEAM Alpine, finished in Ivory with bright red leather upholstery, list price—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5535. [N1063]

IMMEDIATE delivery—New Sunbeam-Talbot saloons, choice of colours, terms, exchanges.—Gibson Sports Cars, Christchurch, Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1981. [N299]

SUNBEAM-TALBOT-SMITH Auto Co. Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted at Croydon 4660-4652. [N1069 R]

ALWAYS prompt and efficient service from the Central London Rootes agents; Sunbeam-Talbot; our speciality; immediate attention to your enquiry.—Cattermole (Garage) Ltd., 79-89, Pentonville Rd., N.1. Ter. 1001. [N1045 R]

## TRIUMPH

ROWLAND SMITH's for Triumph.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 1441. [N1018 R]

BERKELEY SQUARE HOUSE GARAGE Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro 4343. [N1048 R]

TR2 see advertisement under Triumph section of MOTORS. Ltd.—Rowden, Vanguard models; immediate delivery.—Bromley. Ray 3456. [N1049 R]

PRIDE &amp; CLARKE, Ltd.—Triumph agents, exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 5661-5. [N1049 R]

CARLES AUTO SALES, Ltd., Standard House, South End, Croydon, Cro 6088. Standard and Triumph Main Distributors in areas of Surrey and Kent. [N1049 R]

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph Distributors; immediate delivery; same saloons, choice of colour.—39-45, Eden St., Kingston, Tel. Kin. 5151-4. [N1049 R]

THE new Triumph T.R.2, in pearl white blackberry trim; owing to cancellation of customer's order due to illness, we offer this sports car for immediate delivery at list price, £690. 10/- 10, Lyndhurst Motors, Ltd., 391-3, Dunstable Rd., Luton. Tel. Luton 1240. [N1026 R]

## UTILITY CARS

AVAILABLE, the outstanding Volkswagen Microbus 8-seater and Kombi (passengers and goods); 30 m.p.g.—Tarrant &amp; Frazer, 10, Winchester Mews, N.W.3. [N1049 R]

PROTECTOR, 1000cc, 1000cc, 1000cc, 1000cc. [N1049 R]

IMMEDIATE delivery new Austin A40 Countryman, heater over-riders; list price £742. 11. 6d. British &amp; Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (Ad.) Leicester Square Tube Station. Temple Bar 3588. [N1027 R]

## VAUXHALL

VAUXHALL cars—Shaw &amp; Kilburn, Ltd., Showrooms, 4, Berkeley Sq., W.1. Grosvenor 432s.

PARTS and service: Western Ave., W.5. Acorn 4641. [N1018 R]

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley. Ray 3456. [N1021 R]

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078 R]

## VOLKSWAGEN

VW MOTORS, Ltd.

SOLE Concessionaires Great Britain and Northern Ireland, cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [N1048 R]

COLBORNE GARAGE, Ltd., Ripley, Surrey. [N1048 R]

BUY your new Volkswagen from the original specialists and main distributors; full service facilities. Tel. Ripley 2361. [N1017 R]

GODFREY HOUGHTON, Ltd.

MAIN dealers Cheshire, Denbighshire and Flintshire; early deliveries all models, including commercial and bus models, with after sales service.—City Rd., Chester. Tel. 24818. [N1076 R]

IMMEDIATE delivery—One only, Volkswagen de luxe saloon, green with beige upholstery.

TANIS and exchanges.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. [N1018 R]

SUSSEX DISTRIBUTORS, Prestwich (Hove) Ltd., St. John's Rd., Hove. Tel. 54037-8. [N1019 R]

CROYDON—H. Harmer Car Sales, Ltd., Area 441/8, Buxton Rd., South Croydon. Croydon 6225. Uplands 6225. [N1021 R]

AT your service in South Yorkshire and North Derbyshire.—Distributors, J. Gilder &amp; Co., Ltd., Cambridge St., Sheffield. Tel. 26558/9. [N1022 R]

WESTERN CARS, Ltd., distributors for London and Western districts; early deliveries, terms; also vans, pick-ups and buses.

129-131, Old Brompton Rd., S.W.7. Frie 3532. [N1090 R]

IMMEDIATE delivery—New Wolseley 6/80 saloon, terms, exchanges.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1981. [N299]

ACLAND &amp; TABOR, Ltd., Welwyn By-Pass, Herts. Tel. Welwyn 481/2/3, offer early delivery of de luxe saloons, 8-seats, bus and single-door van; main distributor for West Hertfordshire and districts. [N1001 R]

DAVIES MOTORS, Ltd., official distributor; early demonstration car available; early deliveries, full service and spares facilities.—273 London Rd., Stamford. Tel. 4216. [N1080]

YORKSHIRE COUNTS, Ltd., distributors can offer early deliveries all models; full service and spares facilities available.—Moortown Garage, Ltd., 398, Harragoe Rd., Leeds, 7. Tel. 685151 (2 lines). [N1023 R]

PRIDE &amp; CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchanges; terms: "by return" service.

155, Stockwell Rd., S.W.9. Brixton 6251. [N1036 R]



# PARTS & ACCESSORIES, REPAIRERS, ETC.

## AXLESHAFTS

WEST LONDON REPAIR Co. Ltd. Wim. 6316-7. FRONT and rear axles suspension units, shafts, etc., strengthened, heat treated, crack detected.—56a, High St., Wimbledon. [0586/R]

ELEPHANT MOTORS Ltd., Axleshafts, London's largest stockists of all makes. Call 3600. CROWN wheels and pinions, large stock for most makes, new and second-hand.—97-103, Newton Causeway, London, S.E.1. Tel. Hop. 3262. [0609/R]

TALBOT 75 crown wheel and pinion, excellent condition.—47-50, 1st fl., 103, Tavistock & Frazer, 10, Winchester, N.W.2. Tel. 207. [0573/R]

CROWN wheels and pinions, N.R. for Morris 8, 8½, 9, 9½, Ford 8, 9, 9½, Hillman Minx, 6½, Singer 8, 9, 9½, Standard L.9, 6½, Vauxhall, 6½, Withams, 18, Balham Hill, London, S.W.12. Battersea 292-5700. [0623/R]

HILLMAN 10, 14, Number 12, Talbot 10, 1936-58, H new laygear clusters and Vauxhall D.Y. 14 new laygear clusters at advantageous prices; Hillman £7.10, Vauxhall £6.10. Tarrant & Frazer, 10, Winchester, N.W.2. Tel. Primrose 2647. [0573/R]

**1500** axleshafts available, new or second-hand; parts despatched c.o.d.; satisfaction guaranteed or cash refunded.—W. Machen & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0223/R]

## BATTERIES, CHARGERS, ETC.

**50/-**—Brand new 6-volt batteries; 12-volt 45½; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22. Park 5500. [0639/R]

**47/6**—Battery plates, new or second-hand; 6-volt £1.50, 12-volt £1.10. [0628/R]

BATTERY plates, machine pasted, highest quality, standard and standard.—Send your enquiries to Ogle (Wolverhampton), Ltd., Horseley Fields, Battery Works, Wolverhampton. [04665]

**BATTERIES**.—Part exchange your old battery for a new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries supplied by our own engineers, fully R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardle St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. Early closing Wednesday. [0657/R]

**BRAKES, CABLES, ETC.**

THOS. RICHFIELD & SON, Ltd. 8, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 0402. RICHFIELD replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for trade list; new cables from 2/- each.

**Brake cables**, reconditioned as new; trade enquiries invited; send damaged and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbrooke 1111. [0628/R]

**YOUNG'S** break linings service; send your brake shoes for relining with genuine Durox brake linings; prompt dispatch; quotations by return.—20, 52, Tooting Bec Rd., London, S.W.17. Balham 7791. [06972/R]

## CAMS, CAMSHAFTS

CAMSHAFTS, worn or damaged cams built up and reground to original profile and life.—Moore & Ellis (London) 1946, Ltd., 27, Scoresby St., London, S.E.1. WAT. 7261. [0626/R]

## CARBURETTORS, ECONOMISERS

GLENITH carburetors. STROMBERG and S.U. carburetors.

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot. Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6628 (3 lines). [0683/R]

S.U. CARBURETTORS and pressure pumps. SERVICE, tuning, repairs.

SOLEX distributors.

W.H.M. BURGESS, Ltd., 52, Brunel Rd., Old Oak Common, Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will 'phone for an appointment.

ZENITH spares, replacement units for most makes in stock.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1654.

WATSON & CO. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1, Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement S.U. and A.C. fuel pumps; prompt postal service.

COX-ATOMOS economist ensures more mpg and reduced engine wear.—Cox-Atoms Products, Ltd. 24, Widney Rd., Knowle, Birmingham. [0394/R]

S.U.—Official service depot—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (2 minutes Norbury Station). BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—208, Balham High Rd., S.W.17. [0525/R]

ZENITH, Solex, S.U. new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0625/R]

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburetors and spares in the North; conversion sets for American cars; flexible petrol pipes and air filters; prompt attention to postal enquiries.—Line St. Garage (L'Dpool), Ltd., Bolton St., Liverpool, 3. Royal 3222-33. [0625/R]

## CARBURETTORS, ECONOMISERS

VOKES Gasmaster for increased mileage; prices of models 14/6, easily fitted; trade and retail supplied. Comeray, 10, Oldhouse, Portsmouth Rd., Thames Ditton, Surrey, Tel. 2325/4. [0575/R]

## CAR CARPETS

WOOL pile and rubber carpets tailored to your car seen. London, S.W.1. Flaxman 2223. [0602/R]

WOOLpile, ribbed, tufted, backed carpets, ribbed Harrowdale and rubber mats for tailoring in full models, popular colour range; same model, year and upholstery covers, travel rugs, luggage covers and Octopus straps; prompt delivery; carriage paid.

THE CAR CO. Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.1. Bay. 0024/5. [06164/R]

## CAR COVERS

SILVERNOIL car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, 100% cotton lining, to fit 9ft. x 8ft. 27½, 9ft. x 12ft. 37½, 15ft. x 12ft. 59½, 18ft. x 12ft. 75½, 9ft. x 90½, post and packing, 2/6; dust sheets, made from superfine parachute material, complete cover, 8/12p 30/-, 14/30p 60/-, post free.—H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Larkwood 2705. [06231/R]

## CHROMIUM PLATING

HEADLAMP reflectors heavily electroplated, 100% silver mirror finish guaranteed, 5/9 each, returned day received, send P.O.—R. E. Packer, Sion Place, Cheltenham, Bristol. [0308/R]

CHROMIUM plating of all motor fittings exceeding highest quality at competitive prices; trade enquiries invited. W. W. W. Ltd., 10, Chiswick, W.4. [0307/R]

HEADLAMP reflectors resilvered, 7/6 each, plus f.p. & p. & j./each; cash with order; 24-hour service; trade enquiries invited.—Marshall Beresford, 18, Boston Place, Marylebone, N.W.1. Pad. 5995. [0032/R]

CUT PLATE plating on all chroming all car fittings; highest quality finish for 50 years guarantee; trade enquiries invited.—T. Smith & Co., Ltd., East, 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. [0045/R]

## CLOTHING, ETC.

CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at keenest prices.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [0645/R]

## CYLINDER BLOCKS

REPAIRED without distortion for electrodeposition at 60° Fahr., no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C. Platenweid, 4a, Lottin St., S.E.16. Bermondsey 1486. [0037/R]

## CYLINDER GRINDING, ETC.

LET us rebore your car on your own premises; supply pistons any distance.—Phasey & Sons, 43a, Brooklands, Woolwich, S.E.18. Woo. 4657-6866. [0783/R]

ENGINEERS, LTD.—Carburetors, cylinder heads, etc., from chassis, Van Norman process, Hepolite piston.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.S. Mountview 4871. [0037/R]

ENGINEERS, camshaft and crankshaft reconditioning and grinding, etc., capacity, boring and sleeving, metal spraying and welding, cylindrical and bar grinding.

SPARE PARTS SERVICES (CRICKLEWOOD), Ltd., Edgware Road (Int. Staples Corner), London, N.W.3. Tel. 0919-2. [0783/R]

FORD first-class service and outstanding expertise.—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2, and 169-171, Harrow Rd., W.2. Paddington 00224 (2 lines). [0096/R]

BIRMINGHAM ENGINEERING CO.—Crankshaft grinding, line boring, bearings remetalled, cylinder heads refaced, sleeve grinding, surface grinding, 32-34, Bensham Lane, W. Croydon, Thornton Heath 4126. [0510/R]

EDWARDS ENGINEERING Co., Ltd.—Cylinder boring and sleeveing, Cromard liners, crankshaft reconditioning and bearing renewals, flywheel rings fitted, brake drums refaced or machined.—K. B. Edwards Works, Great West Rd., Brentford, Chiswick 772-23-4. [0170/R]

STANTON & SWEET (Battersea 2242/5)—Crankshaft grinding, cylinder liners, cylinder heads, con rods, connecting rod renewals, flywheel rings fitted, brake drums refaced or machined.—K. B. Edwards Works, Great West Rd., Brentford, Chiswick 772-23-4. [0170/R]

PRECISION engineers, camshaft and crankshaft reconditioning, complete Austin 7 72/-, popular 9/10p, 12/14p, 4-hr. service; exchange crankshafts stocked; surface grinding, remetalling, drums machined from 3½". [0068/R]

ROWLEY LOUIS, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. [0529/R]

J. AUSTIN & SONS, Ltd., specialists in cylinder reconditioning and sleeveing, crankshaft grinding, line boring, con rods renewed, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-26. [06055/R]

## DYNAMOS

PRIDE & CLARKE, Ltd., for new and second-hand dynamos, starters, starter batteries, lamps, Stocks well Rd., S.W.9. Bri. 6251. [0782/R]

## ELECTRICAL EQUIPMENT

T.V. without mains, Chorlton special petro-electric generators, complete, self-starting, as supplied to B.C.C. A.C. 20, 250v, 300 watts D.C., will charge batteries for permanent lighting; £47/10, delivery 10/-; other low-priced alternators available.—Below.

DELCO alternators, Delco complete, 12-15v. £14/10. Delivery 10/-. [0782/R]

STORAGE batteries, heavy duty in hardwood cases, 12v. 75ah, £5/17/6, delivery 9/6; 12v. 22ah, very powerful, £2/14, delivery 5/6; 6v. 150ah, £5/7/6, delivery 8/6; or 90ah, hardrubber cases, £3/7/6. Delivery 5/- Below.

AIR compressors, Hydramatic 2-stage 2½ cu. ft. 800lb. 15/17.6, delivery 10/-. Reavell two-stage, either 100, 500, 1, 1½, 2, 4, 6, 8, 10, 12, 15, 20, 25, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 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8380, 8390, 8400, 8410, 8420, 8430, 8440, 8450, 8460, 8470, 8480, 8490, 8500, 8510, 8520, 8530, 8540, 8550, 8560, 8570, 8580, 8590, 8600, 8610, 8620, 8630, 8640, 8650, 8660, 8670, 8680, 8690, 8700, 8710, 8720, 8730, 8740, 8750, 8760, 8770, 8780, 8790, 8800, 8810, 8820, 8830, 8840, 8850, 8860, 8870, 8880, 8890, 8900, 8910, 8920, 8930, 8940, 8950, 8960, 8970, 8980, 8990, 9000, 9010, 9020, 9030, 9040, 9050, 9060, 9070, 9080, 9090, 9100, 9110, 9120, 9130, 9140, 9150, 9160, 9170, 9180, 9190, 9200, 9210, 9220, 9230, 9240, 9250, 9260, 9270, 9280, 9290, 9300, 9310, 9320, 9330, 9340, 9350, 9360, 9370, 9380, 9390, 9400, 9410, 9420, 9430, 9440, 9450, 9460, 9470, 9480, 9490, 9500, 9510, 9520, 9530, 9540, 9550, 9560, 9570, 9580, 9590, 9600, 9610, 9620, 9630, 9640, 9650, 9660, 9670, 9680, 9690, 9700, 9710, 9





# BUSINESS & PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

**GODDARD & SMITH.**

PROFESSIONAL advisers and valuers to the motor industry.

FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

**GODDARD & SMITH**, 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines).

**A. H. LANSLEY** 52-53, Friar St., Reading (Tel. 4632).—Business transfer specialists and valuers since 1890. [14246]

**FREEDHOLD** petrol station, London south coast main bungalow; £12,000. s.a.v. 5531. [2744]

**GODDARD & SMITH** (Professional Advisers and Valuers to the Motor Industry), 22, King St., St. James's, London, S.W.1. Tel. Whitehall 2721 (20 lines).

**FREEDHOLD** Modern Filling Station occupying a commanding position on the important Watford By-Pass, petrol sales £3,500 per annum; freehold. [2740]

**SOUTH MIDDLESEX**.—Old-established Motor Business, main road position, modern showrooms and workshops, 10 petrol pumps, modern flat, turnover £2,500 per annum, retailer for well-known manufacturer, reason for sale, owner retiring; price, freehold £40,000 including goodwill, plus plant, machinery and equipment, s.a.v.

**MIDDLESEX**, prominent position.—Freehold Modern Filling Station, showrooms and garage, petrol sales 50,000 gallons, good agencies; for immediate sale, £30,000, s.a.v. Modern garage adjoining. [2728]

**APPLY** Garage Department, Goddard & Smith, as above. [2728]

**T**he Cottage Hotel, Bracklesham Bay, Sussex. Restaurant and filling station for sale, £5,750, freehold.—Apply Hawkins, Tel. 231, 252 Bracklesham Bay. [549]

**M**ESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:

**HANTS.**—Flourishing garage, filling station and engineering concern with annual turnover around £100,000; and petrol sales of approximately 100,000 gallons p.a. Well-equipped workshop, garage and good living accommodation. Price for freehold, Goodwill and equipment, £52,000, s.a.v.

**DERBYS.**—Modern main road garage and filling station with excellent detached bungalow. Petrol sales for year ended April, 1953—96,000 gallons. Freehold, Goodwill and Equipment, £15,000, s.a.v.

**WILTS.**—Village. Small Freehold Filling Station with house, garage and outbuildings; no opposition; petrol and car hire conditions; Freehold £3,200.

**FURTHER** particulars of above and other properties available from Gladding, Son & Wing, as above. [M2021A]

**PETROL** filling station near London, 200,000 gallons annually, modern accommodation, valuable equipment; £20,000 freehold.—Sole agents.—Universals, 47 Victoria Rd., Surbiton, Elmbridge 8559.

**SOMERSET.**—Petrol station and repairs, 4-pump site, long lease, rent £400 p.a., extensive equipment; £4,500.—Sole Agents, Universals.—As above.

**S.** ALBANS, 5-pump site, workshops, detached residence, petrol 100,000 gallons annually; £13,000 freehold.—Sole Agents, Universals, as above. [5244]

**G**OY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purposes. Sales and valuations of garages, filling stations, etc. Goy & Richards, Ltd., 33 High St., N.W.3. Tel. Hampstead 4614. [10546/R]

**PETERS & PETERS.** Garage Sales Specialists. 57 The Broadway, Cheam, Surrey. Tel. Vigilant 1171-2 have over 50 personally inspected and recommended garages for sale throughout England, from £2,000 to £50,000; mortgages arranged on all propositions offered; comprehensive details on request.

**OFFER.**—

**FILLING** Station, no repairs but fully equipped workshop available if required; situated on main road A503 between Chelmsford and Colchester; four-pump site, 76,000 gallons annually; £1,300. Free Site. Standing on approximately one acre of land, site fully laid out with flower beds, lawns, etc.; an ideal proposition for those interested in selling petrol only, but offering repair facilities for those who may be interested. The equipment includes: Hydraulic hoist and all tools necessary for the repair of electricity, gas, water, etc.; price £12,500 freehold, which reasonable offers will be considered; large mortgage obtainable. Folio 8094.

**FILLING** Station, no repairs, in picturesque surroundings near Banbury, Oxford, on main road A41. Two-pump site with provision for third pump, 25,000 gallons annually; terrific scope for development under enthusiastic ownership; detached modern bungalow with tiled roof and cream and timbered elevation; delightful lounge, dining room, kitchen, bathroom with shower, kitchen, charming lawns and flower beds. We feel this to be outstanding at the price, on to-day's market: £4,500 freehold, s.a.v. (at least 50% available on negotiation). Folio 8101.

**THROUGHOUT** recommended garage and high class restaurant, Great North Road, 60 miles, London 375ft main road frontage; detached semi-bungalow incorporating restaurant seating 80 people, three bedrooms, two reception rooms, etc.; petrol gallonge 75,000, all private; great scope for Agency Sales; asking price £20,000; high-class 3-acre plot, price £13,750 freehold; mortgage available. Folio 8095.

**PETROL** Filling Station (no repairs) but well-equipped repair shop available if required; 300ft frontage to main road, nr. Welwyn (40 miles London); four electric pumps; ample approach road, wide pull-in; 70,000 gallons annual; health centre, police forces sale; charming detached bungalow, three bedrooms, lounge, kitchen, bathroom, toilet, etc., etc. This gallonge is easily under diligent administration; very early viewing advised; price £7,500 freehold, s.a.v., on which no offers will be considered; large mortgage available. Folio 8094. [3276]

## BUSINESS AND PROPERTY

**FILLING** station, garage 2½ pugs, 2 hire cars, equipment, accommodation 2½ acres, containing flats, freehold, £6,750; main road, seaside town, Somerset—Box 5656. [15126]

**SOUTH Devon** coast town, modern freehold garage

and petrol filling station, 5,000 sq ft with living accommodation, freehold. £15,000 plus plant

machinery and s.a.v.—Hillier, Parker, May & Rowden, 77, Grosvenor St., W.I. [3258]

**A**LDRIDGE'S for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.—Enquiries invited, 22, William IV Street, Deptford, 22, William IV Rd., N.W.1. Tel. 2352 2745-4515. [15104]

**WEST** Midlands.—Freehold established attraction; live modern motor business with modern showrooms, fully equipped works, paint shops, pumps, plant, tools, excellent dwelling house £25,000, s.a.v. 5275.

**C**HURCH HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selected applications of motor businesses available in all parts.—Details upon application, stating requirements, to 39, New Rd., Richmond, Surrey, Tel. 2351-2-3. [15047]

**SOMERSET.**—Main Minehead-Exeter road, modern brick-built garage with good drive-in, 4 pumps, capacity 50,000 gallons; first-class accommodation with site on opposite side of road; main car agency; throughput 6,700 gallons, p.w.; turnover approx. £45,000; offers invited.

**A**THONY D. LEWIS & Co., 35, High St., Esher [12071]

**C**ONSWOLD petrol filling station, Glos. on A road, on high ground corner site, with approximately 100 yards land at rear, good bungalow with electricity rate 1000, development; ult. retired couple, mortgage arranged, freehold; £4,900.—George Chapman & Co., F.V.I., 6, Worcester St., Gloucester. [3269]

**G**ARAGE business and petrol filling station; large modern building and 52 new lock-up garages; fully equipped workshop; freehold, area some 4,000 sq.yds., 2 houses adjoining, offered together with separate business having splendid showrooms on main rd, both in prominent positions in Sutton Coldfield, Warwickshire.—Full information from Premier Motor Co. (Birmingham), Ltd., Aston Rd., Bham. 6. Aston Cross 5271. [2867]

**Business & Property Wanted**

**M**OTOR engineer now in position to buy own garage, invites offers; £5,000 cash; preferably Surrey, Sussex Kent Hants or London area.—Box 5808. [3348]

**SERVICE** station with good petrol sales wanted, freehold with liv. accommodation; £6,000 available; Southgate, 117, Beechwood, 117, Beechwood Rd., Reading, Berks. [3403]

**P**ETERS & PETERS, Garage Sales Specialists, 57 The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2 urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered; distance no object. [7190]

**SOUTH-WEST** of Exeter. First-class main road filling station with good freehold and pub-in-and petrol sales of not less than 75,000 gallons. Price to £15,000 for suitable concern.—Please send details to Gladding, Son & Wing, F.R.C.I.S., 14a, Ship St., Brighton, 1, Tel. Brighton 23284. [W2021A]

**BUSINESS OPPORTUNITY**

**M**ANAGER for Finance Credit Company.

**A**FINANCE company is commencing a second-hand car credit department and requires a competent manager with experience in all sections of this department to take charge immediately.—Box 5761. [1531]

**SITUATIONS VACANT**

**The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc. If the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted by the provisions of the Notification of Vacancies Order, 1952.**

**W**ANTED, skilled mechanic, permanent position; top rates paid for first-class man.

**JARRETT'S MOTORS**, Ltd., Sedlescombe Rd., North St., Leonards-on-Sea, Tel. Hastings 51394. [3234]

**W**ANTED, an experienced Ford storekeeper—Verus, Lam Moter Co., Ltd., London Rd., St. Albans. [2474]

**S**ALESMAN required by distributors of popular make in large South coast town; must be experienced and capable; good remuneration—Box 5715. [1520]

**SENIOR** car salesman required in the East Midland area; must have undoubted experience in the sale of high-class new and used cars.—Box 5752. [3266]

**FITTER** wanted; only first-class men need apply in fitting up in Beverley Motors, Coombe Rd., Malden, Surrey. [2140]

**E**XPERIENCED car salesman required for North London district, capable of handling large range of new and used cars.—Box 5807.

**M**ECHANICS, skilled and semi-skilled, required immediately, full union rate, plus proficiency pay according to capability, N.W. Surrey area.—Box 2860.

**FULLY** skilled Ford man as tester/receptionist required by main Ford dealers in South West; accommodation available.—Apply White Bros., Taunton. [2617]

**W**ANTED, first-class working foreman/mechanic, preferably with Singer car experience, capable of taking full control when necessary, write, stating age and experience.

**G**EOFFREY LAWRENCE (MOTORS), Ltd., Singer Distributors, New St., Aylesbury. [2336]

**E**XPERIENCED tester/mechanic required for testing and final adjustments, all makes medium popular cars. West London area; please state full details of past experience and salary required.—Box 5722. [3252]

**S**ITUATION vacant for a competent and agreeably active car and commercial vehicle sales manager for a motor firm handling one of the big three products as main agents over a large area in the north-west.—Box 5568. [2847]

## SITUATIONS VACANT

**A**PPICATIONS invited from freelance representatives and fleet owners to become new repair service for which there is no competition.—Apply Box 2360. [14269]

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[M2060]

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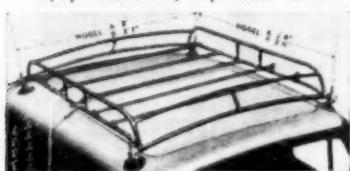
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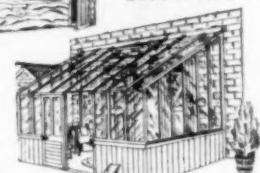
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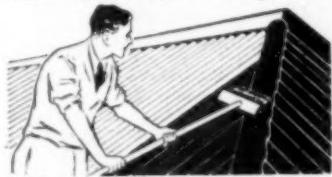
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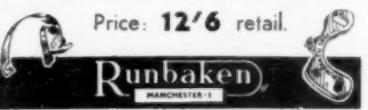
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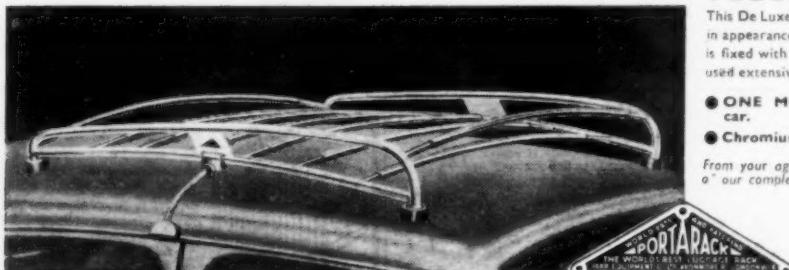
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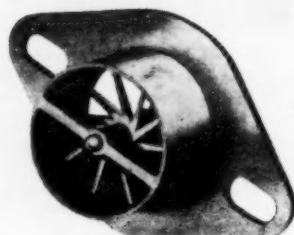
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## INDEX TO ADVERTISEMENTS

	PAGE
<b>A</b> C.-DELCO (DIV. OF GENERAL MOTORS, LTD.)	45
Aero Spares Co.	4
A.F.N., Ltd.	Edit. 814
Alpha Woodcraft, Ltd.	87
Amal, Ltd.	Edit. 814
Aquatex, Ltd.	89
Arnes, H. L., & Co., Ltd.	6
Ashmore Auto Engs., Ltd.	50
Auster, Ltd.	45
Austin Sales & Service	42, 43
<b>B</b> ARNACLE, LTD.	38
Batley, Ernest, Ltd.	98
Bennett (Hyde), Ltd.	88
Bentley Motors (1931), Ltd.	21
Bernie, A., & Co. (Queensferry Auction), Ltd.	47
Berry, Wiggins & Co., Ltd.	87
Blanchflower (Kettering), Ltd.	91
Bluemel, Bros., Ltd.	10
Boon & Porter, Ltd.	51
B.P. Petrol	41
British Leather	15
British Railways, Car Carrier Services	12
Bull, J., & Sons	88
Bushell, H. H., & Co.	14
<b>C</b> AMDEN MOTORS, LTD.	49
Carburol	29
Car-Coverall, Ltd.	40
Carmo (1929) Ltd.	51
Carreras, Ltd.	6
Castle's Univ. Development, Ltd.	6
Catford, D. S., Ltd.	91
Celspray, Ltd.	93
Cheshire, Maurice, Ltd.	36
Chloride Batteries, Ltd.	28
Citroen Cars, Ltd.	30
Claybourn, E., & Co., Ltd.	47
Collier & Collier, Ltd.	89
Cologne, City of	91
Cooden Engineering Co., Ltd.	51
Coombe Bridge Garage, Ltd.	49
Coombe Constructions Co.	88
Cords Piston Ring Co., Ltd.	89
County Garage, The	47
Cox & Co. (R.W.), Ltd.	36
<b>D</b> ENHAM'S GARAGE (ESHER), LTD.	48
Denton Bros.	88
Dollond & Aitchison, Ltd.	44
Duckham, Alexander, & Co., Ltd.	26
Dunlop Rubber Co., Ltd.	18, 22, 23
<b>E</b> CONOMIC SUPPLY SERVICE, THE	8
E.F.S. Motors, Ltd.	48
Elite Motors (Tooting), Ltd.	50
Enfield Tyre Co.	38
Esso Petroleum Co., Ltd.	33
Everard & Co., Ltd.	89
<b>F</b> ELTHAM, WALTER H., & SON, LTD.	88
Ferodo, Ltd.	27
Firestone Tyre & Rubber Co., Ltd.	3
Fletcher Miller, Ltd.	87
Ford Motor Co., Ltd.	Front Cover
<b>G</b> ARRINGTONS, LTD.	13
General Accident, Fire & Life Assurance Corp., Ltd.	93
Girling, Ltd.	Cover ii
Glanfield Lawrence, Ltd.	51
Grand Hotel Du Pavillon, Paris	89
Gregory (Hedgerley), Ltd.	89
Gregorys of Uxbridge, Ltd.	89
Grosvenor Motors (Manchester), Ltd.	47
Guyson Industrial Equipment, Ltd.	88
<b>H</b> ALL, ROBERT H., & CO. (KENT), LTD.	87
Hamilton Motors (London), Ltd.	2, 50
Headen, A. E., Ltd.	89
Headquarter & General Supplies, Ltd.	88, 89
Henlys, Ltd.	52
Hepworth & Grandage, Ltd.	39
Hollis, J., & Son	92
Horrocks, R., & Co.	44
Houdaille Hydraulic Suspension Co., Ltd.	87
<b>I</b> LIFFE & SONS LTD.	10
<b>J</b> AGUAR HOUSE	47
Jenks Bros., Ltd.	92
Johnson, S. C., & Son	16
<b>K</b> AY BROS., LTD.	4
K.L.G. Sparking Plugs, Ltd.	20
<b>L</b> ANKESTER ENGINEERING CO., LTD.	51
Leco Accessories, Ltd.	93
Leytonstone Jig & Tool Co., Ltd.	90
Lindaco	89
London Caravan Co., Ltd.	14
Luton Motor Co., Ltd.	46
<b>M</b> AIDSTONE ENGINEERING CO.	47
Marble Arch Motor Supplies, Ltd.	46
Martin Walter, Ltd.	34
Masteradio, Ltd.	38
Mayfair Garages, Ltd.	51
Mays, Raymond, & Partners, Ltd.	48
Millers Car Equipment	92
Monroe, Joe	48
Morris, S. & Co., Ltd.	50
Motor Mart, The	47
Motor Transport	13
<b>N</b> ASH CONCESSIONAIRES, LTD.	48
National Benzoile Co., Ltd.	19
Naylor & Root, Ltd.	48
Neale, James, & Sons, Ltd.	91
Neo Electrical Industries, Ltd.	87, 89
Neumann, Ch. J., Ltd.	32
Newhams, Ltd.	49
Newton & Bennett, Ltd.	36
Nova Productions, Ltd.	5
Numm, H. E. & Co., Ltd.	47
Nutting Bros., Ltd.	40
Nuway Mfg. Co., Ltd.	2
<b>P</b> ARK LINES, LTD.	88
Parr Equipt. Co., Ltd.	90
Perry, W. Harold, Ltd.	50
Portable Concrete Buildings, Ltd.	46
Portman Supply Co.	88
Premier Motor Policies, Ltd.	88
Pride & Clarke, Ltd.	87, 93
<b>R</b> IDLEY INDUSTRIAL, LTD.	46
Robinson, L., & Co. (Gillingham), Ltd.	44
Rootes, Ltd.	17, 35
Rose & Young, Ltd.	48
Rowland Smith (Motors), Ltd.	51
Rubery, Owen, & Co., Ltd.	8
Rumbaken Electrical Products	88
Rye, Claude, Ltd.	90
<b>S</b> AUNDERS, H. A., LTD.	49
Shadow Instrument, Ltd.	87
Silver City Airways, Ltd.	44
SKIPPER TOBACCO	14
Smith's of Bristol	88
South-Eastern Battery & Electrical Co.	88
Stenor, Ltd.	9
Stewart & Ardern, Ltd.	31
Sutcliffe, F. & H., Ltd.	92
Sydney, John, Ltd.	12
<b>T</b> AYLOR & CRAWLEY	Edit. 813
Thomson's (Carron), Ltd.	92
Thorn, J., & Sons, Ltd.	88
Tubex Silencer Co., The	88
Tudor Accessories, Ltd.	40
Turner Mfg. Co., Ltd.	7
Turner, William (Kismet), Ltd.	15
Tyre Products, Ltd.	34
<b>U</b> NIVERSITY MOTORS, LTD.	Edit. 813, 32
Utility Industrials	89
<b>V</b> ACUUM OIL CO., LTD.	24
Vauxhall Motors, Ltd.	25
Victoria Motoracks, Ltd.	46
<b>W</b> AKEFIELD, C. C., & CO., LTD.	37
Walker, J. J.	89
Wallace, R. & R. & Co., Ltd.	44
Walton, E. C. & Co., Ltd.	87
Watkins, Eustace, Ltd.	30
Weathershields, Ltd.	4
Wembley Court Motors	91
Westbury Garage, Ltd.	10
West End Caravan Co., Ltd.	12
Wilcot (Parent) Co., Ltd.	90
Wilmot-Breedon, Ltd.	Back Cover
Wolseley Motors, Ltd.	1
<b>Z</b> ENITH CARBURETTOR CO., LTD.	49
Zenith Motor & Engineering Co., Ltd.	49

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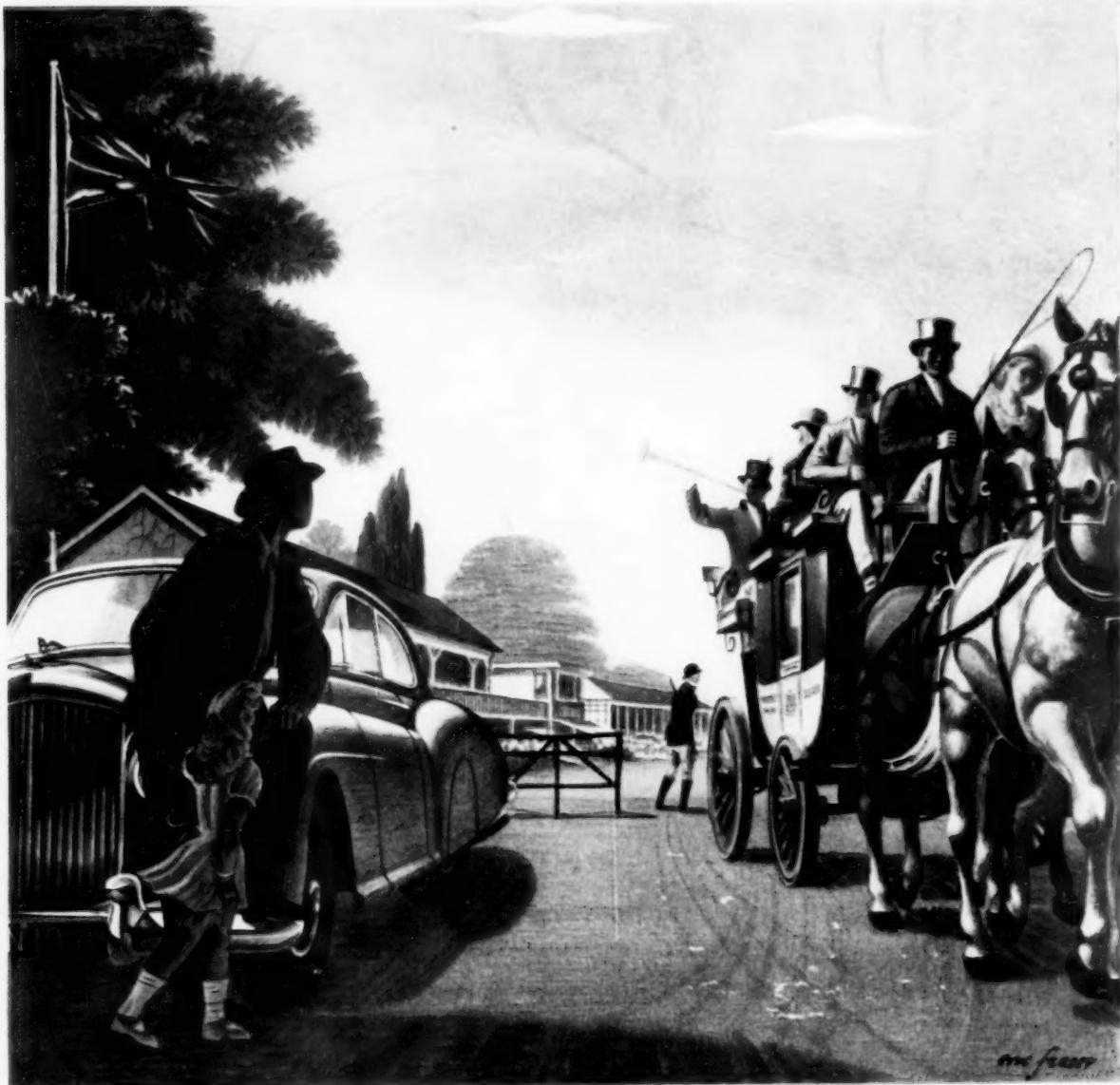


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